FOUNDED IN 1856

RAILWAY AGE

JUNE 19, 1948

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Experience

The Priceless Ingredient for the Locomotives of Tomorrow

Today General Motors Diesel horsepower, in passenger, freight and switcher units on America's railroads, totals more than 5,500,000.

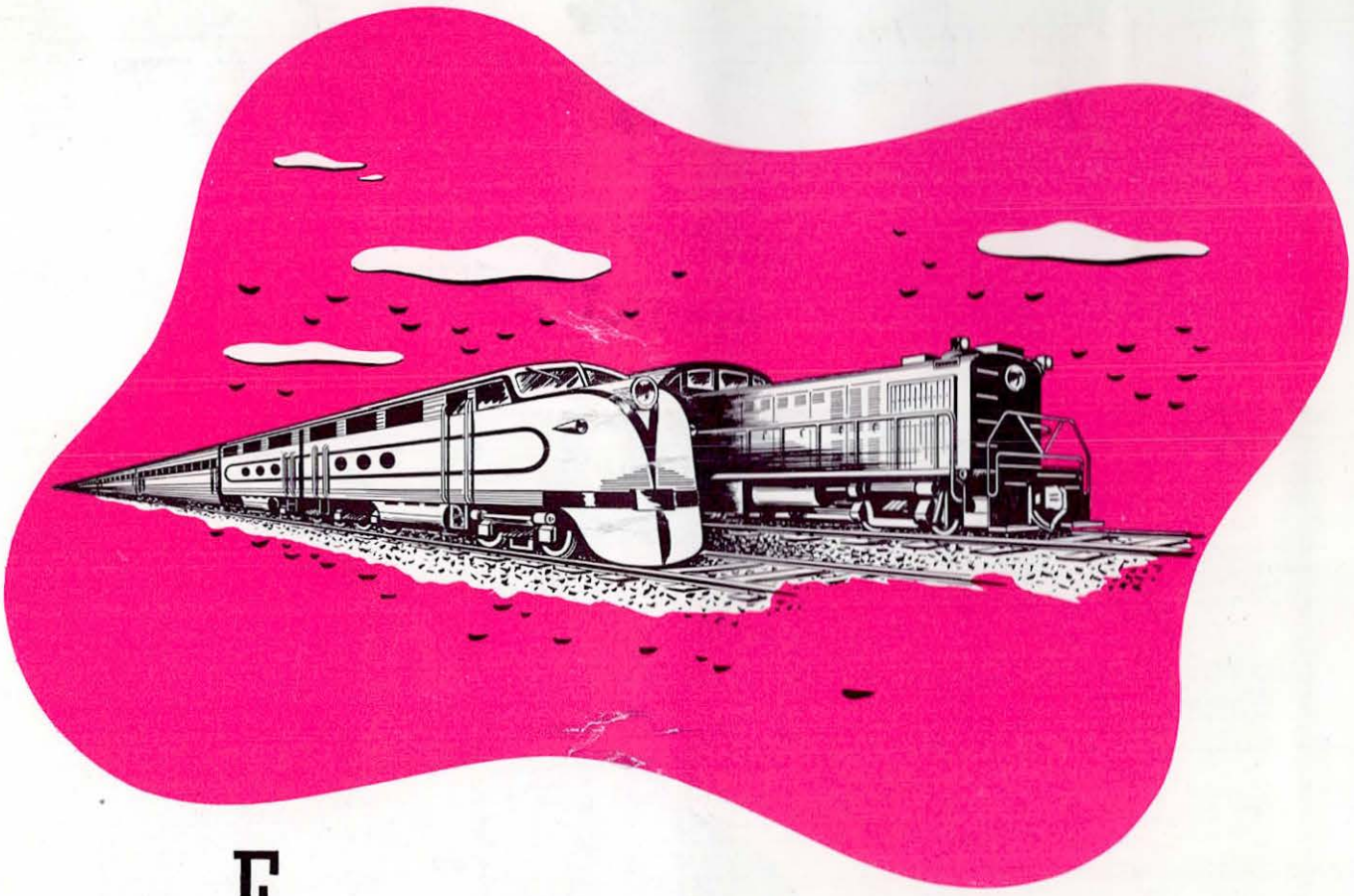
In fact, four out of five of all Diesel locomotives in passenger service, and nine out of ten hauling the new fast freights, bear the General Motors name plate.

This preference for General Motors Diesels has been mounting steadily since 1934 when General Motors pioneered the Diesel passenger locomotive. Fourteen years of mainline service, with constant improvement, have proved them to be the most reliable, efficient and economical locomotives that ever rode the rails.

And this popularity will increase as hundreds more General Motors Diesels now on order go into service—locomotives still further improved by millions of miles of experience on the world's fastest, hardest runs.

GENERAL MOTORS
LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS
LA GRANGE, ILL.



FROM ROADERS TO SWITCHERS...
EXIDE-IRONCLAD BATTERIES
FOR DIESEL LOCOMOTIVE CRANKING

More and more Diesel locomotives are being equipped with Exide-Ironclad Batteries. Railroaders know, from wide experience, that they can count on dependable power when the cranking is done by an Exide-Ironclad, the battery with ALL FOUR of these vital characteristics: High Power Ability, High Electrical Efficiency, Ruggedness and Long Life.

The superior performance of Exide-Ironclad Batteries comes from their unique design and construction which differs from all other batteries. One major difference is the positive plate. This plate consists of a series of slotted tubes containing the active material. So fine are these slots that, while permitting easy access of the electrolyte, they retard the active material from readily washing out or jarring loose . . . assuring years of safe, dependable, day-in-day-out railroad service.

Exide-Ironclad Batteries are widely used . . . not only for Diesel cranking . . . but also for car lighting, air-conditioning, battery electric trucks and other heavy-duty storage battery jobs.

Since 1891, Exide Batteries have been serving America's railroads with dependability, long life, economy and ease of maintenance.

DEPENDABLE POWER

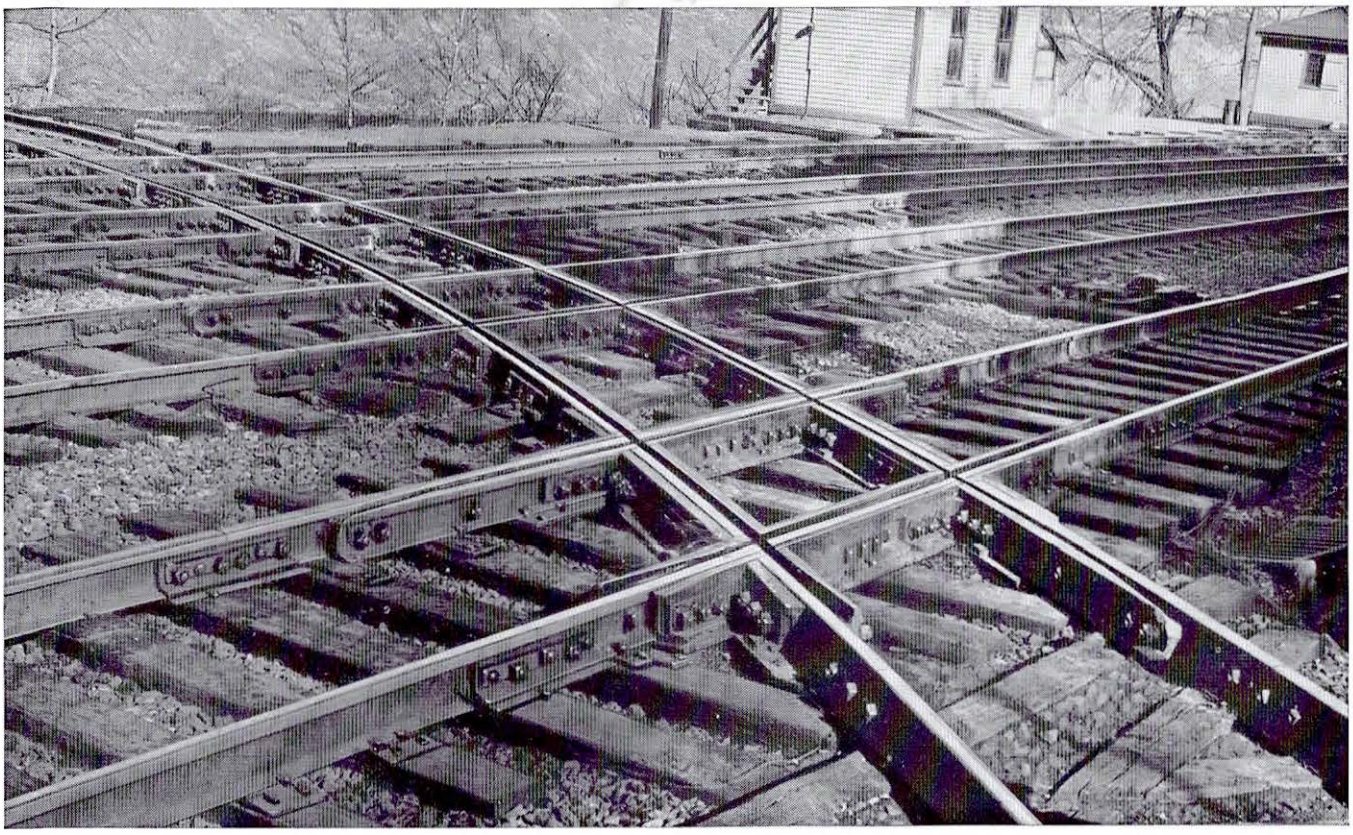
1888—Dependable Batteries for 60 Years—1948

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia 32 • Exide Batteries of Canada, Limited, Toronto

Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year. U. S. and Canada. Single copies, 50 cents each, Vol. 124, No. 25

CROSSINGS

for today's higher speeds... greater loads... heavier impacts



Here's a type of crossing able to slug it out with modern main-line traffic conditions. It is designed and built to whip the speeds, loads, and heavy impacts so common today on practically all roads.

Bethlehem's bolted, heat-treated crossings have been proving for 17 years that they are tougher than the traffic moving over them. Our 1948 product is 'way ahead of the job it is asked to do—a job of staggering size, by any yardstick.

All component parts of a Bethlehem bolted crossing are of forged or rolled steel. After machining, cutting, and assembly, the complete fabricated unit is carefully heat-treated under close pyrometer control. Then the job is taken apart, sand-blasted, and reassembled with high-tensile alloy bolts, specially treated to resist stretching.

This painstaking process, subject throughout to rigid metallurgical controls, means a crossing that is uniformly hard; a crossing unusually resistant to chipping, cracking, spalling, and wear.

We'll be glad to work with you on two- or three-rail jobs to your own standards or A.R.E.A. designs. Ask for the full story.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by
Bethlehem Pacific Coast Steel Corporation
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★ BETHLEHEM STEEL ★

Man O'War's

In June, 1947, Central of Georgia placed a new train—Man o' War—in service between Atlanta and Columbus, Georgia. Its purpose is described by Mr. W. McN. Knapp, Vice-President, Traffic: "We purchased the train with the hope that it would help to stop the decrease in passenger traffic...and would serve to hold for the rails persons who might otherwise use other modes of transportation and to attract those already using such mediums."

Here is a problem common to so many railroads, we have felt that railroad men would like to keep apprised of Man o' War's progress. Under the caption "First Report on Man o' War," we published this train's first two months of operation, giving figures meticulously kept by the Central of Georgia and generously made available for publication. The picture was excellent, but experience too brief to be of fundamental significance.

This is the second report, covering an entire year's operation.

Man o' War has traveled 170,000 miles. It has made 1460 trips between Atlanta and Columbus. It has carried more than 150,000 passengers, mostly inhabitants of the terminal cities and towns along the route. Novelty is no longer a factor.

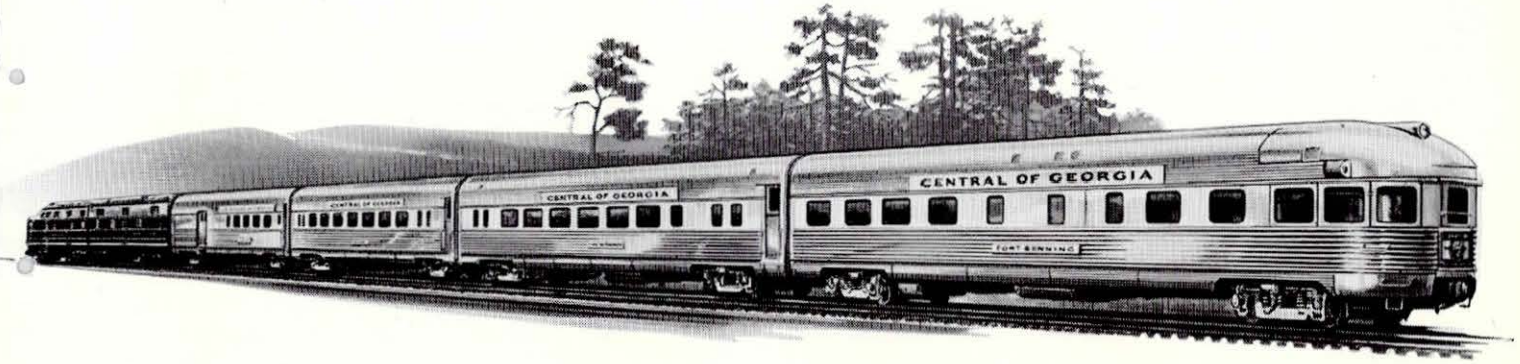
Attractive fares and thoughtful scheduling have played an important part, along with the train's beauty and comfort, in making Man o' War's first year an unqualified success. "Car availability" writes Mr. Knapp, "has been 100%. Maintenance cost has been at a minimum. Net revenue more than $40,000."

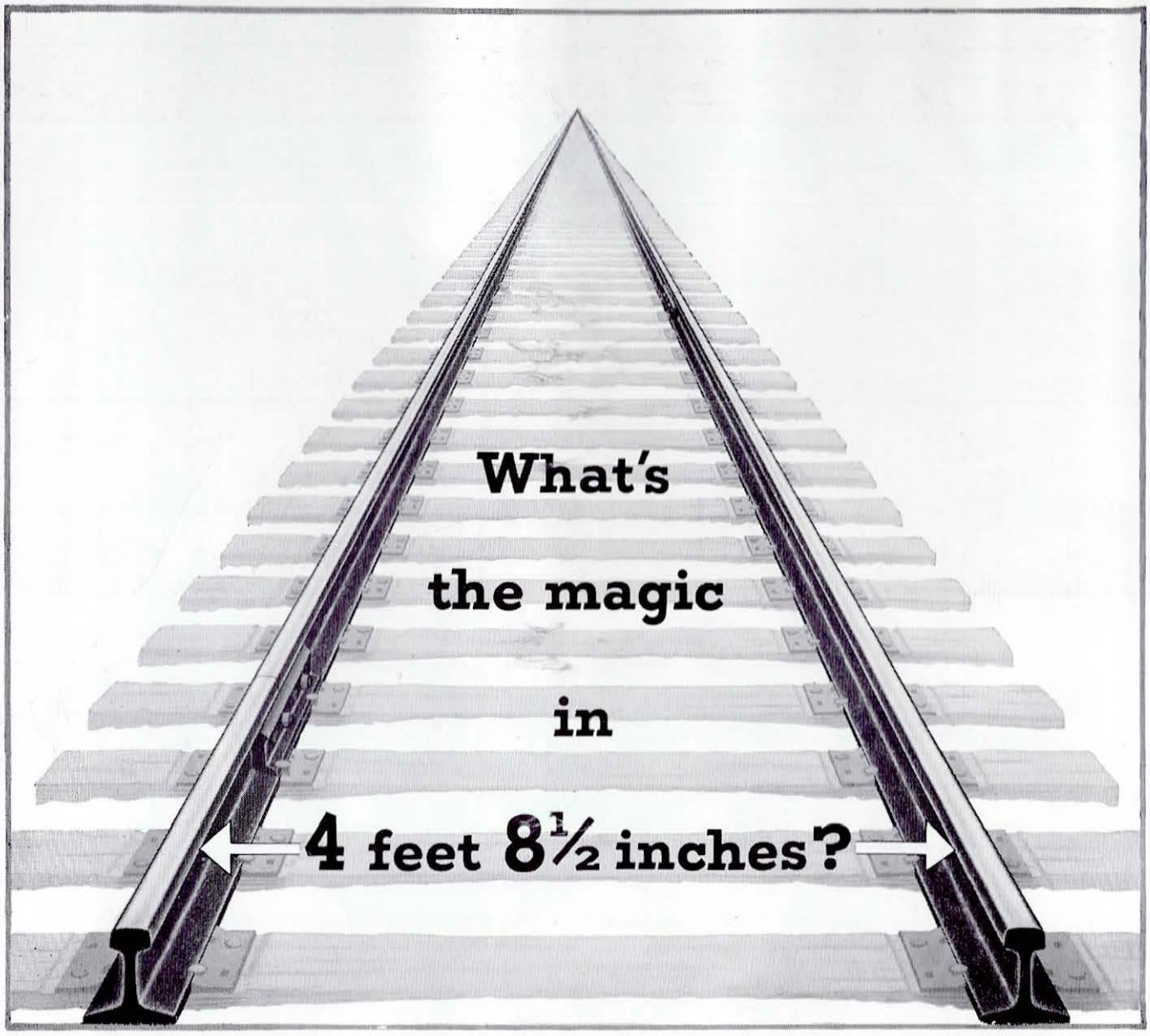
"We are not only satisfied, but highly pleased by the results of the train, and our estimates indicate that on a yearly basis the passenger revenue between Columbus and Atlanta has increased over the steam operation heretofore prevailing by approximately $139,000 per annum."

Here is further evidence that short-haul operation and "black ink" do not have to be strangers. Man o' War consists of four all-stainless steel cars, built by Budd. The Budd Company, Philadelphia 32.

Budd

First Year





The magic in 4 feet 8½ inches lies in this: that's the exact distance between the rails of virtually all railroad tracks on the North American Continent.

And *that* means the cars of any railroad can ride the rails of every other—a fact which is the very foundation of American mass production and continent-wide distribution.

This great advantage didn't just happen. Originally, tracks were built to more than a dozen different gauges, ranging from 2 feet to 6 feet. The change to one standard width did not come about by the requirement of legislation, but was the result of voluntary cooperation of the railroads.

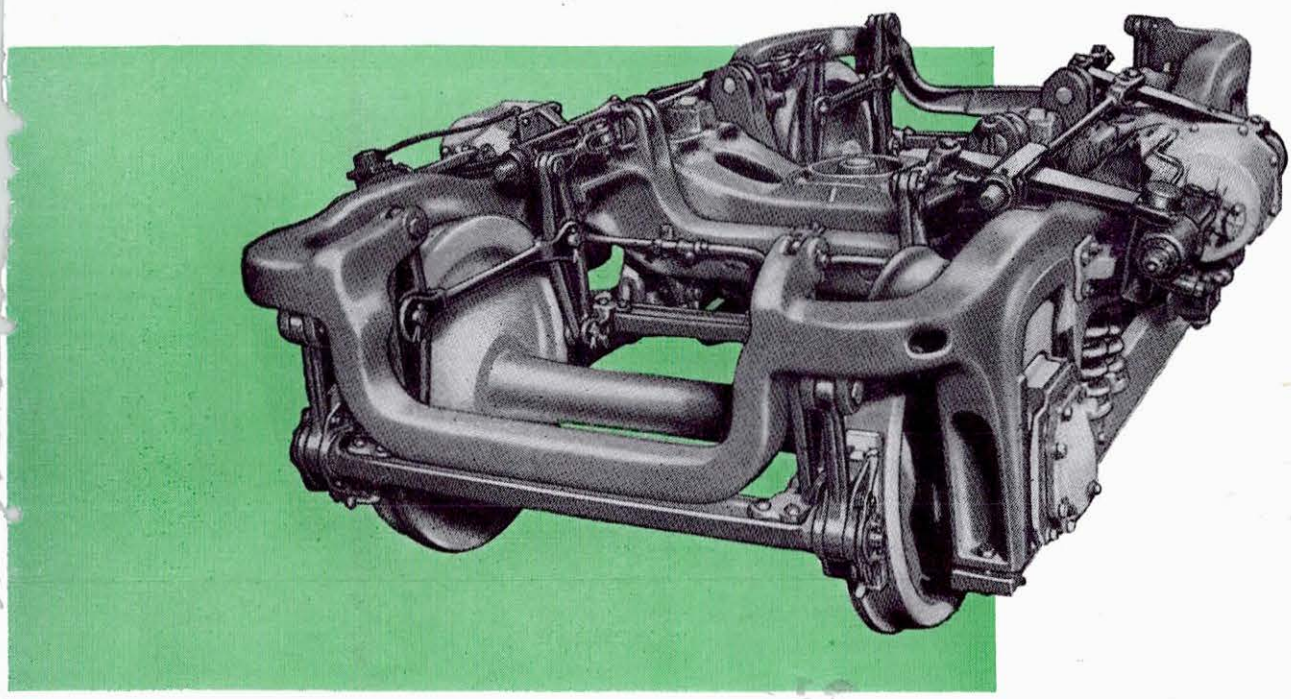
Today any railroad car can be coupled up with any other car or locomotive . . . can go anywhere on standard-gauge track . . . can be repaired with standard and interchangeable parts at any railroad shop in America.

Thus shippers and travelers have the benefit of through service; farmers have national markets for their crops; manufacturers can get raw materials from the four corners of the nation; consumers everywhere have the choice of goods from every part of the country.

These advantages are the result of cooperation among the railroads which, while competing for business, also work together through such organizations as the Association of American Railroads, their mutual agency for the improvement of all railroading. And today, as in the past, they are engaged in a progressive program of research and development in equipment, materials and methods to the end that the American railroads shall continue to provide the most economical, the most efficient, and the safest mass transportation in the world.

ASSOCIATION OF AMERICAN RAILROADS
WASHINGTON 6, D. C.

SMOOTH, *SURE* STOPS!



Ability to stop – *quickly, smoothly, surely* – has put Simplex Unit Cylinder Clasp Brakes on virtually every Streamliner . . . on cars *and* power units, too. Simple, functional arrangement means dependability, *low maintenance.* Standardized designs solve application problems.

AMERICAN STEEL FOUNDRIES

MINT-MARK OF ◯ FINE CAST STEEL

Streamlined, Lightweight

SIMPLEX UNIT CYLINDER CLASP BRAKES

Railroad Modernization PAYS!

MODERNIZE NOW WITH A GROVER TUBE SYSTEM

This installation high-balls way-bills and switch tickets more than half-a-mile, from trainmaster to yardmaster, at 40 feet a second.

Time was when N.Y.C. had messengers trotting the long half-mile from trainmaster to yardmaster in the classification yards at Niles, Michigan. Now, a metal carrier with a blast of air behind it high-balls the papers over there in a Grover Tube System—goes like a rocket, never forgets, never dallies, never turns up missing when wanted, always on the job, rain or shine, day or night. Saves plenty on cost, too, as you can well imagine.

Here's another instance: In the D. & R. G. seven-floor offices in Denver more than 6,000 messages are received and dispatched daily through a Grover 22-Station Tube System. Just think what it would cost in time and money to handle those messages by any other method!

Grover representatives can tell you what other railroad men think about the time-saving, money-saving advantages of a Grover System. Call your nearest Grover office or write for our new Railroad Bulletin.

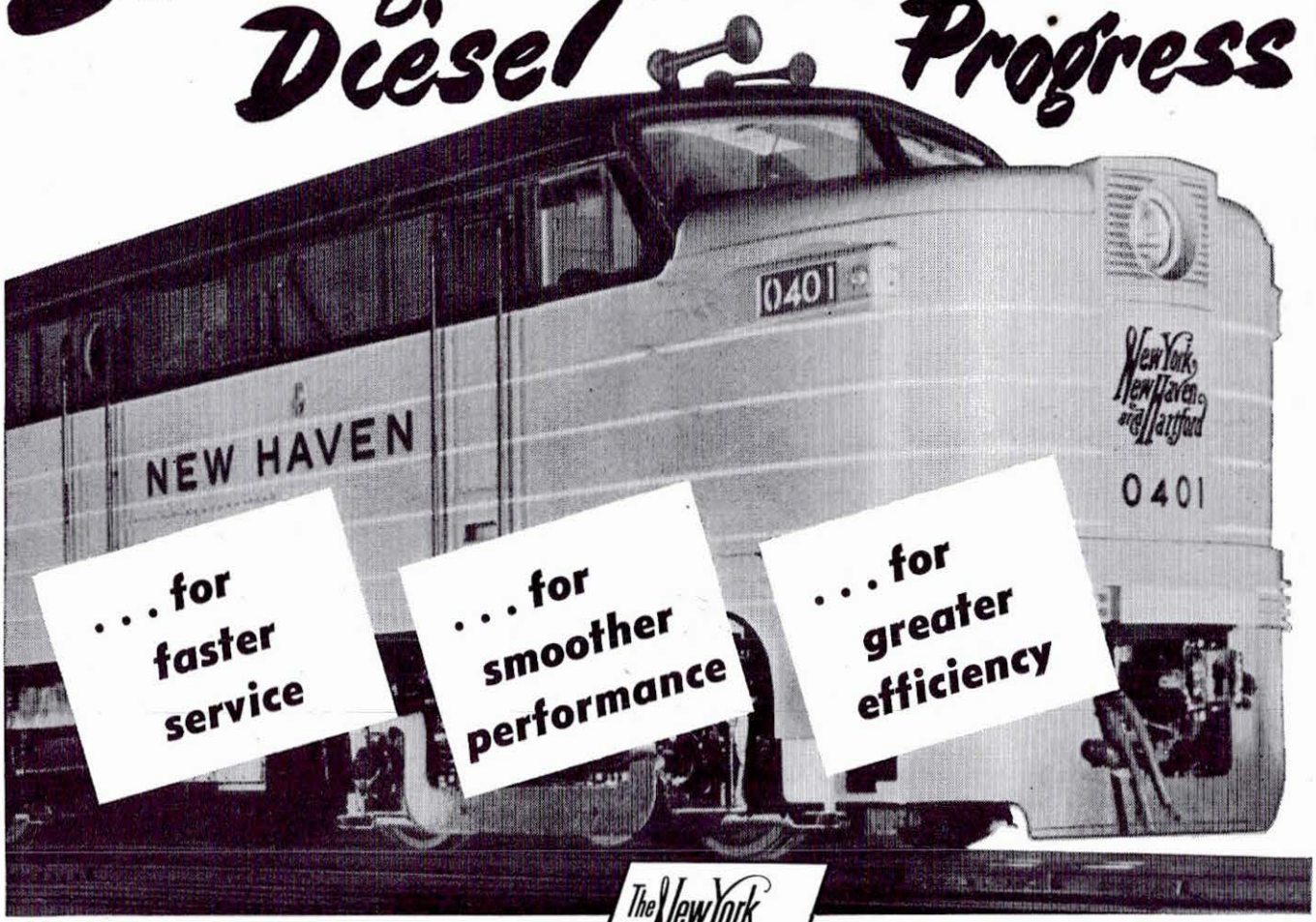
GROVER

• PNEUMATIC TUBE SYSTEMS •

THE GROVER COMPANY • DETROIT 19, MICHIGAN

Offices in Principal Cities

Setting the Pace in Diesel Progress


NEW HAVEN
0401
New York, New Haven and Hartford
0401
. . . for faster service
. . . for smoother performance
. . . for greater efficiency

KEY TO The New York New Haven and Hartford RAILROAD NEW ENGLAND

PIONEERS in the use of diesel-electric equipment, the New Haven Railroad started its first diesel test runs as far back as 1931. Today, with an impressive total of 250 diesel units now in freight and passenger service and 36 more units on order, the New Haven still continues to set the pace in diesel progress.

Marking the latest step forward in our long-range diesel program is the recent addition of 15 giant new 4,500-hp Alco-G.E. locomotives to the Maybrook freight line. Now fully completing the dieselization of this strategic run, these triple-unit "powerhouses" are already rolling up new records for speed and efficiency.

Other units now on order as part of the railroad's overall diesel program include fifteen 2,000-hp passenger-freight road locomotives, twelve 660-hp switchers, seven 1,500-hp freight-passenger road switchers and two 1,000-hp freight-passenger road switchers. When completed, they will bring the railroad's combined diesel output to well over a quarter-million horsepower—affording still further assurance of maximum value mile for mile and dollar for dollar to shippers and passengers on the New Haven.

Acclaimed as One of the Greatest Advances in Respiratory Protection in Years . . . the Proof . . . More and More Repeat Orders!

Amount of dust passing through AO Chemically Treated Filter**
Amount of dust passing through similar untreated filter**
AO Chemically Treated Filter effectively stopped dust at exposed surface**
Dust leaked completely through this untreated filter**

**Actual Laboratory Tests

New AO* R-2000 RESPIRATOR with Chemically Treated Filter

It is easy to understand the popularity of this new AO Respirator because *each of its advantages leads to another!* Chemical treatment of the filter provides far greater filter efficiency, hence a far smaller filter (only five inches approximately) is possible. Therefore, a smaller filter container can be used which results in greatly superior wearer comfort and improved front and side vision.

There is no increase in low breathing resistance despite the vastly increased filtering efficiency. Filter is disposable and equipped with a gauze pre-filter which adds to filter life by barring larger particles of foreign matter—an economy feature. The new AO R-18 Plastic Face Shield, light in weight, durable and easy to attach is designed for use with the respirator and protects eyes and upper face against flying particles. Your AO Safety Representative can supply you with this great advance in respiratory protection.

*Approved by the Bureau of Mines

Read these Dramatic FEATURES!

- Protects against dusts 24 millionths of an inch in diameter
- Filter does the job of similar untreated filters 8 times as large
- Chemical treatment of this filter increased its efficiency over 40 times
- Protects against a combination of dusts—toxic, nuisance and pneumoconiosis-producing

American Optical COMPANY

Safety Division

SOUTHBRIDGE, MASSACHUSETTS • BRANCHES IN PRINCIPAL CITIES

Only GOULD Has It!

The Spectrograph—another Gould battery research "exclusive". It detects alloy impurities in quantities as little as one ten-thousandth of one percent.

A complete research laboratory with pilot manufacturing plant where advance-design batteries are constantly created—and proved before production.

Gould battery plates give you extra months of service because they are entirely free from impurities. The Spectrograph, never before employed in battery-making, is one of many research instruments used by Gould to scientifically draw exacting specifications for raw materials. It reveals in minutes, rather than weeks, the slightest trace of impurity that might cut down battery life. One more reason why you get top performance and longer, trouble-free service from GOULD—

FOR FIFTY YEARS THE CHOICE OF ENGINEERS.

The Gould Kathanode for Air Conditioning

—America's First Triple Insulation Battery!

GOULD

STORAGE BATTERY CORPORATION

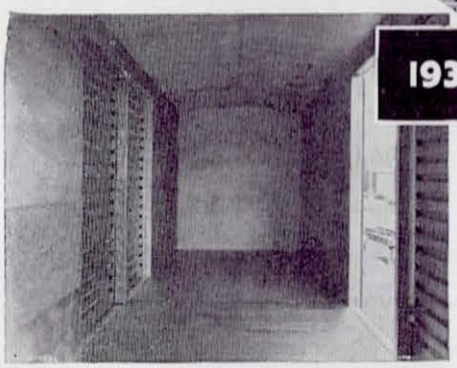
Including the Storage Battery Division of Philco Corporation

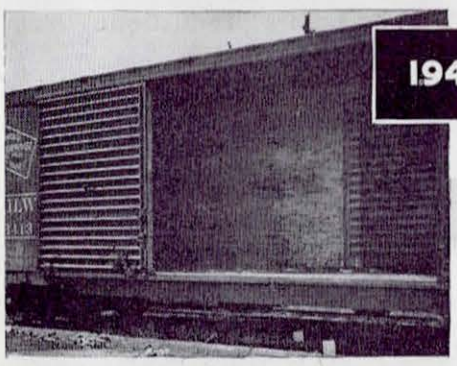
TRENTON 7, NEW JERSEY

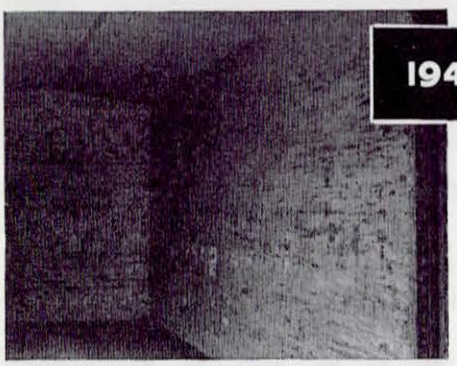
Always Use Gould Automobile and Truck Batteries

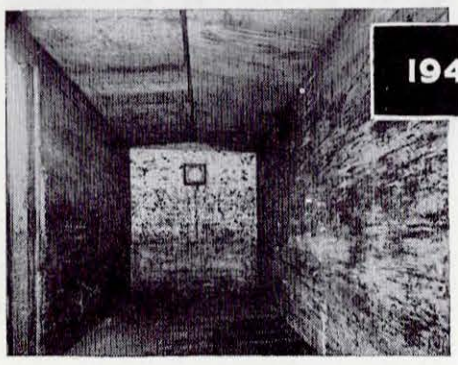
Below: Actual unretouched photos of Milwaukee Road box car No. 13413, taken at time of construction and at four-year intervals. The Douglas fir plywood side and end lining has given remarkable service.

Here's the 12-Year Photographic Service Record of a Plywood-Lined Milwaukee Road Box Car









" ... economical application "

" proved to withstand greater abuse "

" will last longer in service ... "

IN addition to 1500 box cars built at Milwaukee Road shops in 1936—an example of which is shown at the left—this railroad has used Douglas fir plywood in 1800 freight cars built in the last ten years. The company reports, in part: ". . . the plywood has proved to withstand greater abuse and can be applied in lighter weight sections . . . will last longer in service . . ." In the freight cars, plywood was used for ceiling application and for side and end lining. Plywood has also been used in hundreds of passenger cars built by the Milwaukee Road—for basket rack bottoms, seat cushion sides and bases, partitions and lockers, table-tops and floors.

Plywood production, though greater than pre-war, has not yet reached today's demand. For price and delivery information, contact your regular supply source. For technical data, write the Douglas Fir Plywood Association, Tacoma 2, Washington.

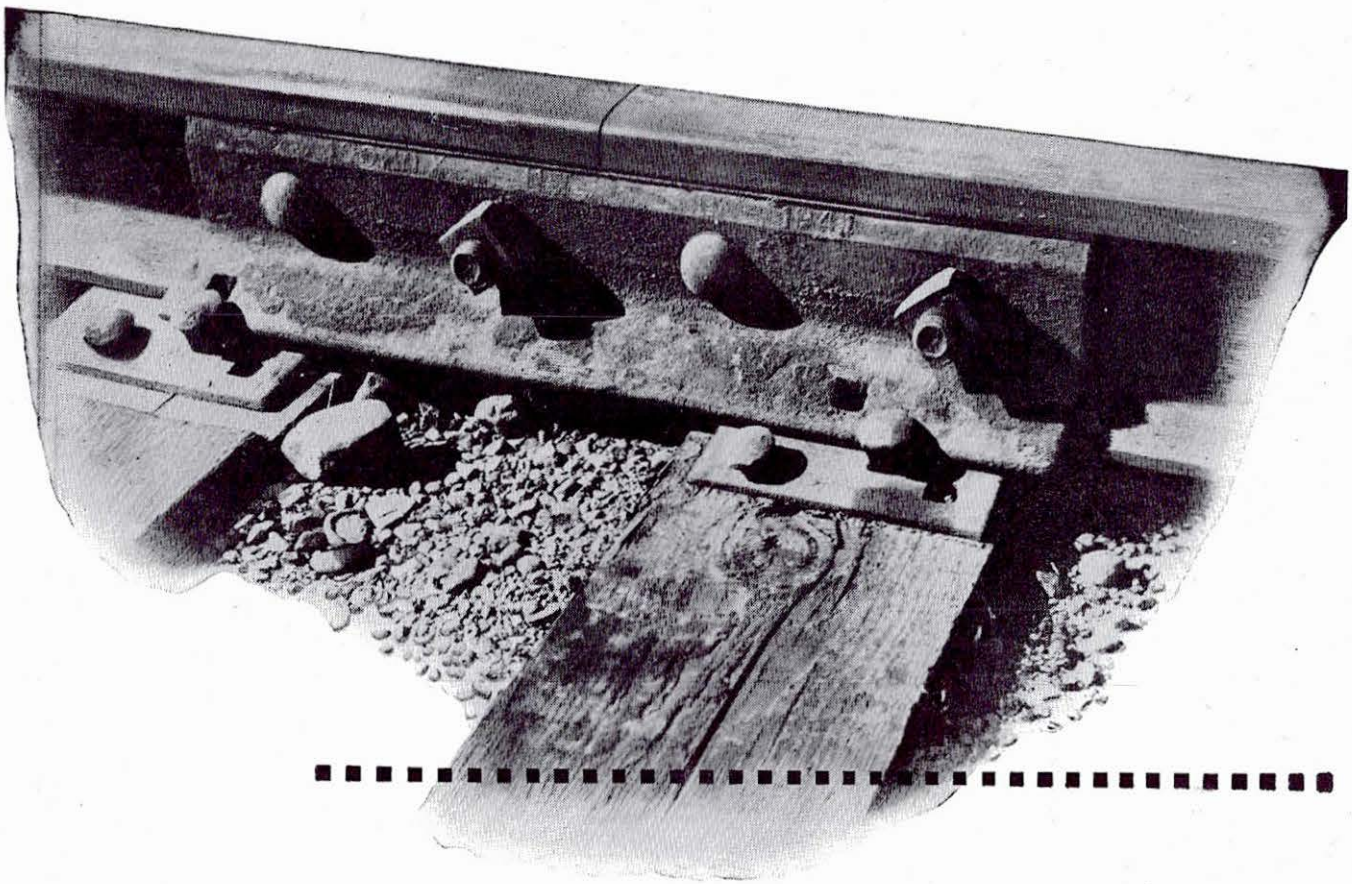
Douglas Fir

PLYWOOD

LARGE
LIGHT
STRONG

Real Wood **Panels**

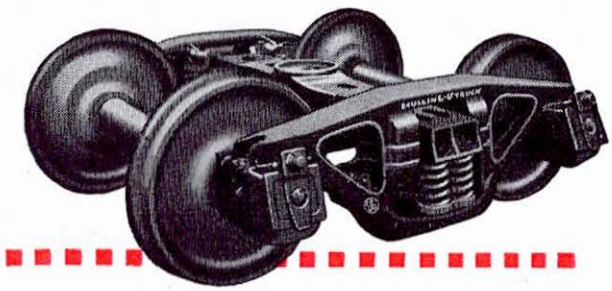
THIS is where destructive bounce and sideway begins...



AND THIS is the SCULLIN L-V TRUCK

LATERAL VERTICAL
CUSHIONED MOTION

that completely cushions both lateral and vertical motion before it can cause damage... makes high speed safe for lading, cars and track.



STEEL CASTING MANUFACTURERS SINCE 1899

SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

NEW YORK • CHICAGO • CLEVELAND • BALTIMORE • RICHMOND, VA. • MEXICO CITY, D. F.

HERE'S YOUR

BENDIX-SCINTILLA

REG. U. S. PAT. OFF.

SERVICE ORGANIZATION

GUARDIAN OF FUEL INJECTION EFFICIENCY IN YOUR AREA

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CALIFORNIA
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San Diego, Magneto Sales & Service Co., 1254 Kettner Blvd.
San Francisco 3, H. G. Makelim Magneto Repair Co., 1583 Howard St.

COLORADO
Denver 3, Central Supply Co., 1171 Lincoln St.

ILLINOIS
Chicago 16, Illinois Auto Electric Co., 2011-37 Indiana Ave.

IOWA
Des Moines 9, Electrical Service & Sales Co., 1313 Walnut St.

LOUISIANA
New Orleans 13, John M. Walton, Inc., 1050 Carondelet St.

MARYLAND
Baltimore 1, Parks & Hull Automotive Corp., 1033 Cathedral St.

MASSACHUSETTS
Boston 15, W. J. Connell Co., 121 Brookline Ave.

MINNESOTA
Minneapolis 2, Reinhard Bros. Co., Inc., 11 South 9th St.

MISSOURI
Kansas City 8, Electrical & Magneto Service Inc., 2538 Grand Ave.
St. Louis 3, Electric Parts & Service Co., 2900 Washington Blvd.

NEBRASKA
Omaha 2, Carl A. Anderson, Inc., 16th & Jones St.

NEW JERSEY
Newark 2, Tire Trading Co., 239 Halsey St.

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Brooklyn 16, E. A. Wildermuth, Inc., 1102 Atlantic Ave.
Buffalo 8, Hettrich Electric Service, 1032 Ellicott St.
New York 23, The Durham Co., Inc., 17 West 60th St.
Syracuse 4, The Durham Co., Inc., 943 Genesee St.
Troy, Ehrlich Electric Service, Inc., 200 Fourth St.

OHIO
Cleveland, Cleveland Ignition Co., 1301 Superior Ave., N.E.

OKLAHOMA
Tulsa 3, Magneto Ignition Co., 701 West 5th St.

OREGON
Portland 14, Automotive Products, Inc., 1700 Southeast Grand Ave.

PENNSYLVANIA
Philadelphia, J. W. Parkin, Jr., 2251 North Broad St.
Pittsburgh 13, Automotive Ignition Co., 4917 Baum Blvd.

TENNESSEE
Memphis 4, Automotive Electric Service Co., 982 Linden Ave.

TEXAS
Houston, Beard & Stone Electric Co., Milam at Polk St.
Magneto & Diesel Injector Service, 1510 Texas Ave.

VIRGINIA
Richmond, Chas. H. Woodward Elec. Co., 709 Broad St.

WASHINGTON
Seattle 14, Sunset Electric Co., 300 Westlake, North
Spokane 8, Sunset Electric Co., 1st & Adams St.

WISCONSIN
Milwaukee 2, Wisconsin Magneto Co., 918 North Broadway

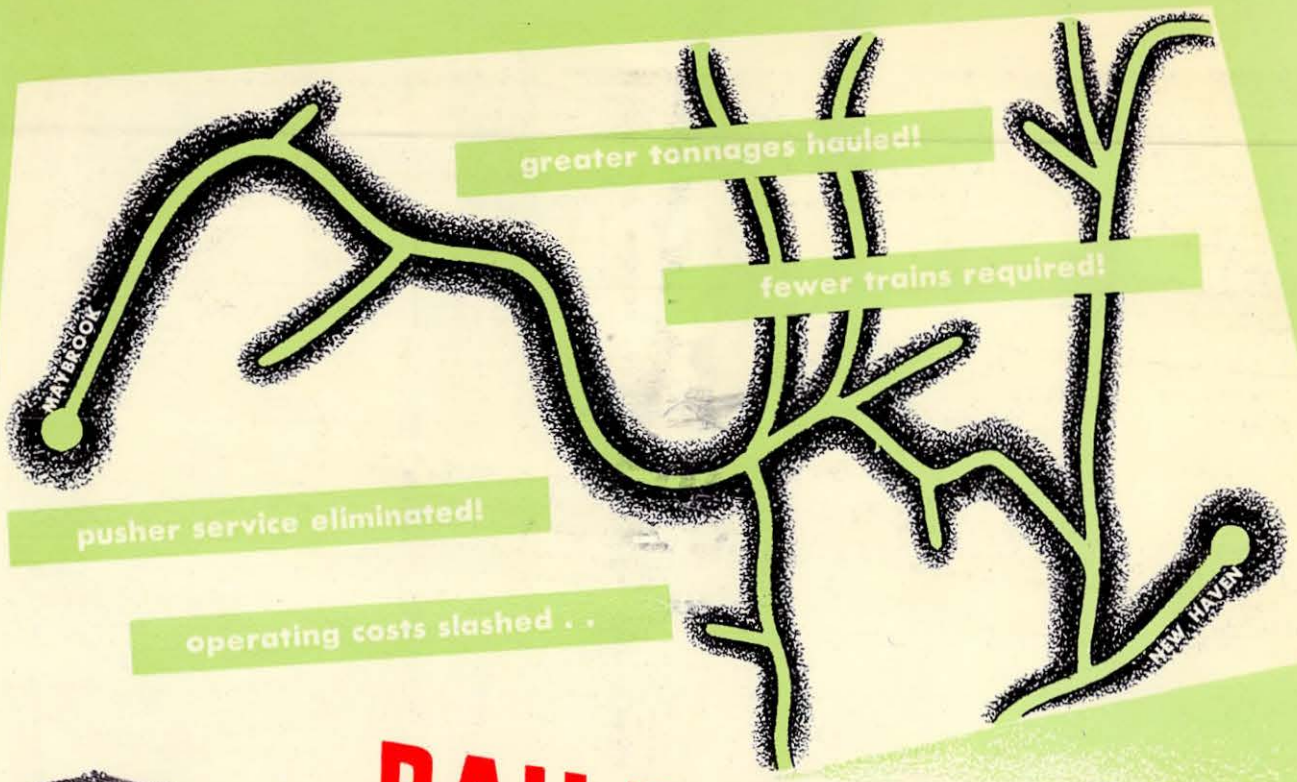
CANADA
Quebec–Montreal—International Electric Co., Ltd., 1037 Bleury St.
British Columbia–Vancouver—Magneto Sales & Service Ltd., 126 Gore Ave.

Send for Pocket List of Bendix-Scintilla Fuel Injection and Ignition Service Stations

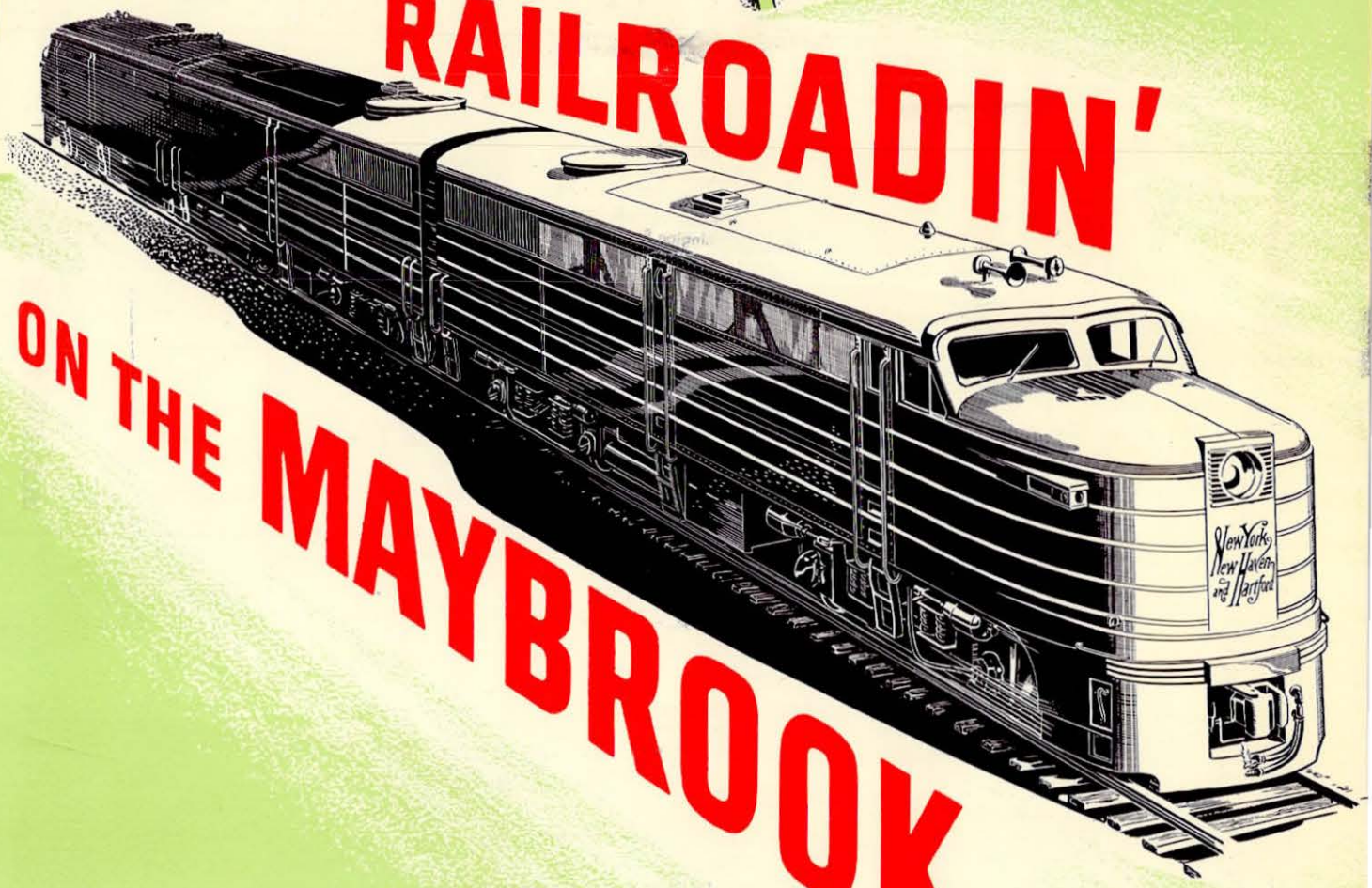
WESTERN OFFICE
582 Market St.
San Francisco, Calif.

SCINTILLA MAGNETO DIVISION of
SIDNEY, N. Y.

Bendix
AVIATION CORPORATION



RAILROADIN' ON THE MAYBROOK



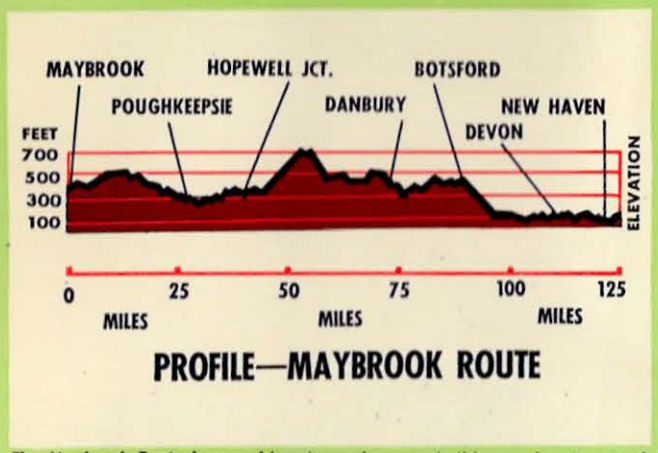
a milestone in motive-power economy . . .

the complete dieselization of an

important New Haven Railroad division

Alco GE

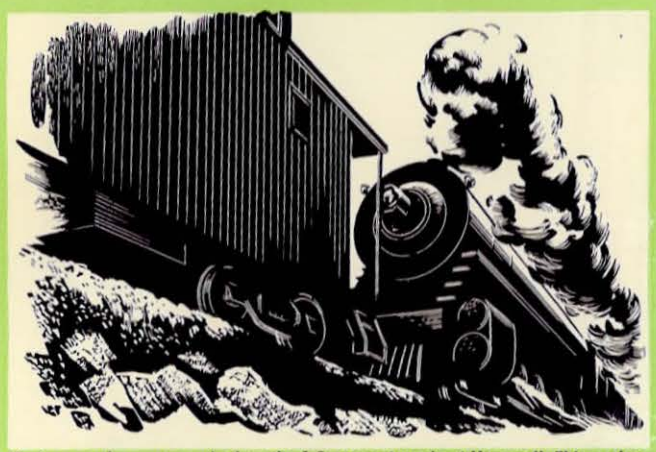
AMERICAN LOCOMOTIVE and GENERAL ELECTRIC



PROFILE—MAYBROOK ROUTE

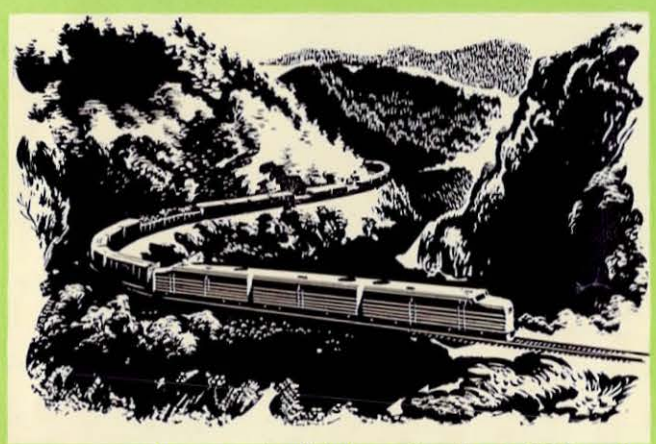
The Maybrook Route is a problem in grades, permissible speeds, stops, and mileage. A fleet of heavy Santa Fe type steamers once hauled freight up and down these grades. Fifteen three-unit Alco-G.E. diesel-electrics now handle the same traffic.

From his comfortable seat, the engineer has at his fingertips the instant control of modern motive power that is flexible over a wide range of operating speeds. With this new three-unit, 4500-hp Alco-G.E. locomotive, he helps the New Haven sell more ton miles at lower cost.



A steam pusher was required up the 1.2 per-cent grade at Hopewell. This pusher service and attendant expensive maintenance facilities are eliminated with the conversion to diesel-electric operation.

Further savings result from the extensive use of dynamic braking—virtually eliminating the frequent use of air brakes with attendant possibility of equipment failures and rough handling. Thus, in several years, these



Steamers used to limit the westbound run to 2000 tons, but with the new Alco-G.E. "1500s," westbound load is stepped up by 1200 tons. This higher tonnage can be translated into longer, and fewer, trains.

will pay for themselves on the New Haven's Maybrook Route through savings alone.

Alco GE

Built TO INCREASE YOUR RAILROAD'S EARNING POWER

AMERICAN LOCOMOTIVE

Built to Increase New Haven's Earning Power

. . . MORE THAN A MILLION A YEAR!

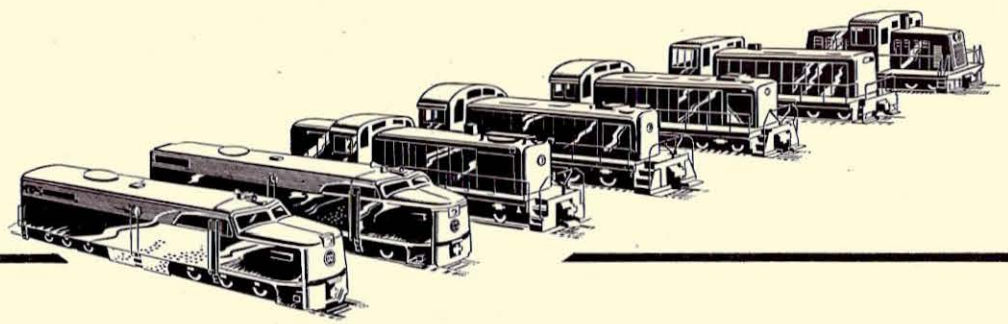
Third largest diesel road places forty-five Alco-G.E. "1500s" in operation on Maybrook Division

The New York, New Haven, and Hartford Railroad has replaced all road motive power on its Maybrook Route with forty-five Alco-G.E. 1500-hp freight diesel-electrics. Several pairs of 4000-hp diesel-electrics have been released to other parts of the system. The heavy Santa Fe type steam locomotives have been set aside or used elsewhere. All steam facilities at Hopewell for pusher service up the 10-mile, 1.2 per cent grade are eliminated; pushers out of Maybrook Yard are also eliminated. Yet the eastbound tonnage rating of 4000 tons has been retained. Moreover, westbound tonnage rating has been increased by 1200 tons.

Not included in the estimated savings are other intangible advantages. With the stop for pusher service at Hopewell eliminated, and various speed limits increased by simple track changes, schedules can be reduced, yearly gross ton miles increased. Because westbound tonnage can be increased, fewer trains will be required. Running times are improved and car failures reduced through the use of dynamic braking on descending grades.

Thus, "Railroadin' on the Maybrook" becomes an economic venture—another illustration of the new Alco-G.E. diesel-electrics earning their own way. In freight service, it's the "1500," all weight on two two-axle trucks, and geared to deliver safely the most revenue tons in the least time. In passenger service, it's the "2000" and its smooth-riding three-axle trucks, a *single* 2000-hp engine per unit, and gearing for schedule-shrinking speeds up to 117 miles per hour. And for "combined operations," the versatile "1500" road switcher can handle almost any freight and passenger assignment in addition to all types of switching.

Alco-G.E. also builds a complete line of switching diesel-electrics. For further information, call in your nearest Alco or G-E representative.



. . . and GENERAL ELECTRIC

An ALCO-G.E. Diesel-electric

The New Haven uses the following eight standard Alco-G.E. sizes. By "tailoring" motive power to the job, greater economies are realized—greater performance too.

2000-hp Road Passenger
1500-hp Road Freight
1500-hp Road Switcher
1000-hp Road Switcher
1000-hp Switcher
660-hp Switcher
600-hp Switcher
380-hp Switcher

For Every New Haven Job

By pushing their steam replacement program, the New Haven is taking immediate advantage of lower operating costs, and the increased economies inherent from diesel-electric operation. By dieselizing entire lines, costly steam facilities are eliminated.

Since 1931, when the first 600-hp Alco-G.E. switcher was placed in service, New Haven's diesel-electric horsepower has steadily increased. When present orders are delivered, the railroad will be operating Alco-G.E. diesel-electrics with a combined output of more than a quarter-million horsepower.

Over this 17-year period, New Haven officials have carefully selected those Alco-G.E. sizes which meet individual line requirements most effectively. Such "tailoring" of motive power pays off when applied to an entire division, or on a single line. On the Danbury to Pittsfield run, for example, ten new Alco-G.E. "1500" road switchers will handle two freight trains daily. Working two or three units in multiple, these trains can be split at Housatonic, one section continuing to State Line, the other unit hauling the rest of the train to Pittsfield. Equipped with train heating boilers, these identical road switchers can handle scheduled passenger runs, yard switching, and transfer work.

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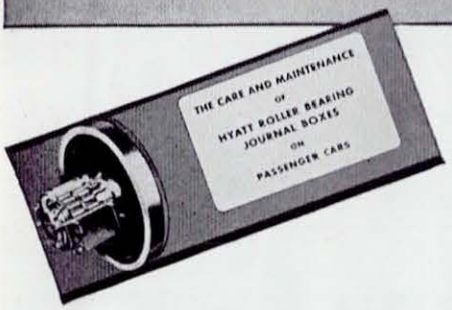

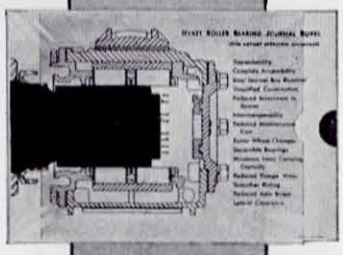

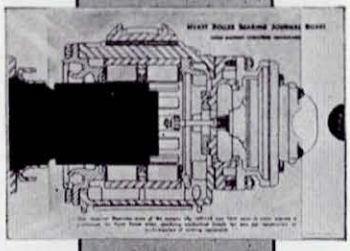

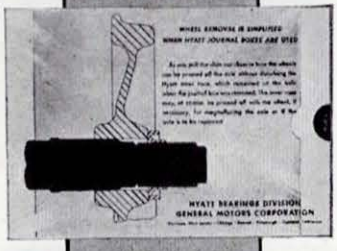

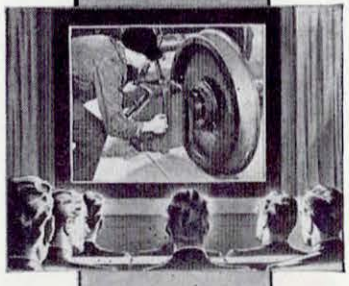

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Vol. 124, No. 25 June 19, 1948

RAILWAY AGE

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WEEK AT A GLANCE

DIESEL DATA: The reasons for the New Haven's substitution of Diesel-electric locomotives for its older power on the important Maybrook-Cedar Hill freight line are set forth with supporting figures in an illustrated article this week (page 36). In an analysis of one month's operations a $128 thousand- to -$240 thousand advantage in favor of the Diesels was indicated.

BULWINKLE BILL BATTLE: Our news pages report the final acts in the proceedings by which the railroads, after years of effort, have been accorded legal sanction, under Interstate Commerce Commission supervision, for joint actions on rates and fares. Opposition to the legislation in its watered-down form was expressed only by the Department of Justice's lawyers—who refused to concede that anyone else in the country, even the members of the I.C.C., equals them in zealous regard for the public interest when the "monopolistic" railroads are out to make some more "exorbitant" profits—and by the present occupant of the White House. The President's veto is discussed editorially in this issue. There are observers who, after assaying the current lack of mutual admiration shown by Mr. Truman and Congress, go so far as to suggest that White House opposition to the measure was enough in itself to persuade a significant number of legislators to favor it.

PUBLIC RELATIONS STATION: The Atlantic Coast Line went out of its way to make a new small-city freight station attractive and colorful, as well as practical and convenient, because it wished to get the full benefit of the favorable impression that customers and residents and visitors are thus led to form of the railroad. An illustrated description of this Winter Park, Fla., structure appears on page 30.

1948—RAILROAD FAIR YEAR: Our leading editorial calls attention to the efforts a number of railroads are making this summer to afford the public entertainment that will be sufficiently educational to give those who attend a better appreciation and understanding of the railroads, and sufficiently spectacular to attract multitudes of visitors. The exhibition also will show the public what the equipment and supply manufacturers are doing to make modern railroads possible. More details about the railroad exhibits at this fair they are staging on the lake front in Chicago appear in this issue's news pages.

OP'S DILEMMA: According to the three hold-out op leaders who, as our new pages recount, went to Congress this week seeking solace in their self-proclaimed "humiliation," Mr. Truman let them down in their wages-and-rules dispute with the railroads. He was supposed to bail them out —just as Mr. Roosevelt did on more than one occasion, even at the expense of scuttling the "model" Railway Labor Act. Instead, he was so indifferent to their pleas for help in their inter-union membership squabbles, it is reported, that the railroads actually were given to understand that the emergency board award ought to be the basis of settlement. Thus, the op bosses' pitiful tale continues, there was nothing to "negotiate." Obviously they know not where to turn. The railroads stand pat on the emergency board's terms; Truman won't upset his board's recommendations; the Army won't dicker with them; and Justice Goldsborough says come down to court next Tuesday. There's nothing like this in the book of rules, they complain to the senators. If things go on this way, they may even have to accept the same terms the other unions got!

RESEARCH ON RIDING: A.A.R. technical divisions, the Pennsylvania and the Budd Company are conducting a joint investigation of passenger-car riding qualities, this week's news pages disclose.

CONTROVERSY: President Faricy of the A.A.R. followed Chairman Young of the F.R.P. up to the Capitol to tell the committee exploring the national transportation situation that, as Chairman Wolverton expressed it, there are two sides to every story. His observations, and Mr. Young's terse reply, are reported in one of this issue's articles. It was Mr. Faricy's contention that the A.A.R. has been subjected by the F.R.P. chairman to "constant misrepresentation," to which the latter objected that the subject the committee is exploring is the railroads' readiness for another war. Meanwhile, a C. & O. equipment trust issue is up for I.C.C. hearing.

LABOR ACT'S WEAKNESS: A.A.R. Vice-President Fort appeared before a congressional committee last week to urge strengthening the Railway Labor Act so that strikes that tie up the nation's railroads would be illegal if employed as a weapon to force agreement to terms that go beyond recommendations of emergency boards operating under that law, whether the country is "at war" or not. Our news columns summarize his argument, which came after the unions' contentions, reported earlier, that the "model" law shouldn't have any teeth in it—except those designed to make the railroads suffer.

SUPERINTENDENTS' SESSION: Our review (page 41) of the superintendents' meeting in Chicago last week reveals the wide range of these officers' responsiblities and interests and opportunities. Committee reports which we abstract deal with such diverse topics as modernizing freighthouses, modifying rules for C.T.C.-territory operation, personnel training, the human factor in train accidents, improving the effectiveness of car interchange practices, track layout at terminals, and the application of radio and other new communication facilities to yard and terminal operations. The superintendents also heard discussions of matters of a more general nature by President Johnston of the Illinois Central and J. J. Brinkworth and E. W. Hobbs of the New York Central.

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THE RAILROAD FAIR AT CHICAGO

The purpose of the railroad fair beginning in Chicago on July 20 will be to give the public a visual demonstration of the progress that has been made in railroading, and the contribution that railroads have made to the economic and social progress of the nation in the 100 years since, with its first entrance by a locomotive, Chicago began to become the world's greatest railroad terminal.

Among the largest exhibits of machinery ever made have been the exhibits by the manufacturers of railway equipment and devices in connection with the conventions of the mechanical and engineering associations of the railways in Atlantic City and Chicago. But these great exhibits have had solely the purpose of advancing the art of railroading by furnishing technical information to railway officers attending the conventions and have not been open to the public. The character and and objective of the railroad fair at Chicago will be entirely different. It will be given by the railroads themselves and intended to afford *entertainment* to the public, but largely entertainment that will be sufficiently educational to give the public a better understanding and appreciation of the railroads.

Exhibits by manufacturers of railway equipment and supplies have a necessary part in such a fair, although these exhibits also should be aimed at and be understandable by the *public*.

Nowhere else in the world has the manufacturing industry contributed so much progress in railroading as in the United States, because in no other country have the railroads left so much of the development of the equipment and materials used by them to outside manufacturers, and nowhere else have manufacturers for the railways shown so much inventive genius, so much business initiative and courage and so much sales ability in providing new things and improvements in old things, and in developing on the railroads a market for them. Hence the railroad fair will not only show the public in an entertaining way what the railroads have done, but it will also show the public what the equipment and supply manufacturing industry has done to make possible modern railroads and modern railroading.

The exhibits of the manufacturers will necessarily be non-technical and, from a technical standpoint, inadequate; but the future of the manufacturers is so dependent on the future of the railroads that it is plainly to the interest of the manufacturers to do all they reasonably can to help the fair accomplish its purpose of helping "sell" the railroads to the public.

The first show of this kind attempted was the "Fair of the Iron Horse" put on in 1927 by the Baltimore & Ohio in celebration of its 100th anniversary. The next was at the Century of

Progress in Chicago and the next at the world's fair in New York. Between the first and last of these fairs the introduction of streamline trains powered with Diesel locomotives had proved the existence of an amazing dormant public interest in railroads. All over the country crowds of people gathered at stations, as they had in pioneer days, to go through these new trains or merely to watch them go through town.

The time between the decision to have the railroad fair and its opening will be short. Its beginning is now barely a month away. Meantime, every practical effort should be made by the railroads and everyone who wishes them well to make the fair a good show and to promote the large attendance necessary to its success. There will be almost two months between its opening on July 20 and its closing on Labor Day in which to further arouse public interest in it throughout the country.

HIGHER STANDARDS OF WORKMANSHIP

A recent check in the mechanical departments of three railroads in different sections of the country indicates a growing interest in stepping up efficiency in the methods of recruiting workers and apprentice training to insure a more careful selection of the young men, a closer and more critical screening during the probationary period, and more effective methods of training apprentices, both in the shop and in the schoolroom.

The railroads, in order to meet competition, are being forced to take advantage of every means of improving their equipment and facilities. New materials, new and more elaborate and complicated equipment, machines and facilities, require higher standards of maintenance and repair. On locomotives, passenger cars and freight cars, for instance, much closer tolerances in workmanship must be maintained, in order to insure satisfactory operation and low maintenance and repair costs.

An instance in point is the insistence of the apprentices of one railroad on receiving more instruction about Diesel-electric locomotives. On another railroad a large number of workers (not apprentices) are taking advantage of instruction given evenings, without charge, on the mechanical and electrical design and operation of Diesel locomotives. Still another evening class is conducted for workers who are interested in blueprint reading, mechanical drawing, mathematics, and other subjects associated with their work. Those in charge of these training developments insist that not only are they necessary, but that big dividends are being obtained, considering the effort and expenditures involved. Incidentally, the G. I.'s in both the apprentice and journeyman groups seem to be setting a pace for more serious and concentrated attention to their studies and work.

BULWINKLE VETO

Most people do not know anything about the Bulwinkle Bill. Those who do know anything about it and who still oppose it in the form in which it became law—i.e.; permitting agreements as to rates but not service standards—by large majorities in both houses of Congress can scarcely escape classification in one of the following categories:

(1) Schemers who wish to overthrow private operation of the railroads by surrounding such operation with insurmountable legalistic handicaps. Such people pretend to believe that it is practicable and in the public interest to force the railroads to engage in price competition, at the same time that they are subjected to strict I.C.C. regulation. Regulation is the antithesis of price competition, and the railroads were subjected to it as a substitute method of control when experience proved that unfettered competition was disastrous to the railroads and the public alike.

(2) The ignorant and gullible who are deceived by the specious arguments advanced by Bulwinkle Bill opponents in the foregoing category.

(3) Unprincipled politicians who are not at all misled as to the real purposes which have motivated opposition to this bill, but who subordinate their concern for the country's welfare to their effort to get votes from left-wingers and their followers.

It would be a kindness to Mr. Truman if it could be believed that he vetoed the Bulwinkle Bill because he was duped. Unfortunately, however, he was a member of the Senate committee on interstate commerce for too long not to have learned whose advice on highly technical traffic questions is worth listening to and whose is worthless. The conclusion is inescapable that the President turned away from advisers from whom he knew he would get the truth, in favor of those who, in his opinion, showed him how to pick up some votes where he needs them most.

Even though the law as enacted is restricted in its application in that it covers only joint actions on rates and related matters, its passage over the Presidential veto represents a substantial victory for the railroads and their customers, whose outspoken support at critical times unquestionably con-

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tributed greatly to the development in Congress of sentiment favorable to a measure which the President of the United States elected to brand as a scheme to implement the allegedly evil practices of the railroad "monopoly."

A CONFLICT OF DISCIPLINE

Evidence continues to pile up that enginemen are not adequately trained to meet the emergency of low water when it occurs on steam locomotives. Three of nine crown-sheet failures occurring since June 30, 1947, for which reports are at hand, present unusually clear evidence of that fact.

In one of these cases the testimony of the fireman indicates that the low-water alarm had sounded for a distance of about eight miles before the point of the accident was reached and that the engineman had put on the injector to supplement the feedwater pump. He testified that in the six months of his service this was the first time he had heard the low-water alarm sound. In another case the fireman, alarmed at the failure of the water to rise in the glass, prepared to knock the fire but testified that the engineman said "No, the officials are checking this train tonight and we don't want to delay this important train." In the third case, in which the fireman was worried about the water level, he said that he called the engineman's attention to the situation; that the low-water alarm then sounded and that the engineman put on the injector, leaving it on only long enough to cause the low-water alarm to stop sounding; then put it on when the alarm again sounded, only to shut it off about a minute after the alarm ceased to sound, without restoring water to the glass at any time.

All three of these instances clearly suggest the callousness to the danger involved in indications of low water which long experience causes—in each case the fireman with less experience was the more sensitive to the danger.

The second instance presents an unusually clear case of the effect of the constant pressure to keep trains moving in discouraging prompt action to carry out instructions for dealing safely with such situations.

Low water is not an everyday occurrence in the experience of any engineman. It occurs rarely and, when it does occur, safe procedure is directly in conflict with the disciplinary pressure which never lets up. Under these conditions safety requires that training for the emergency which rarely occurs must be frequent and insistent. Until some program to this end is established, railroad managements must share the responsibility for these accidents.

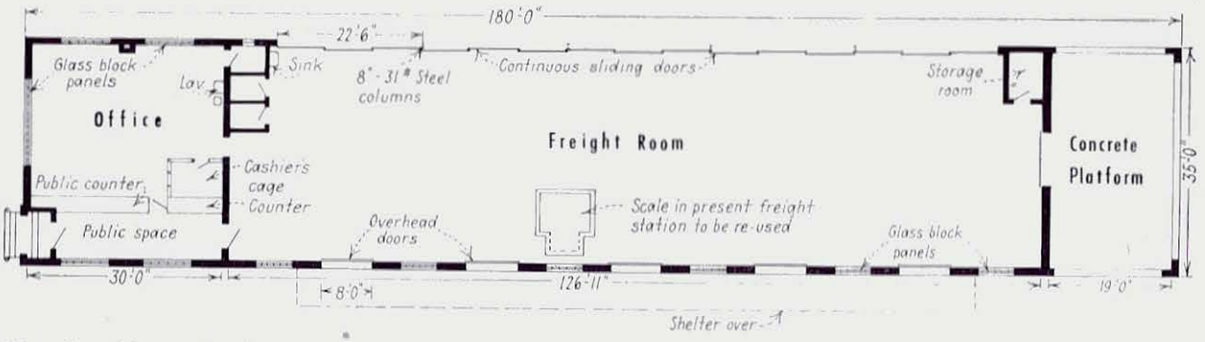
HOLDING DOWN MAINTENANCE COSTS

A good rule in connection with the construction of any new railroad facility is to give the department that must maintain the facility an opportunity to be heard in both the planning and execution of the work. Too often this rule is not followed, and, sometimes, even where it is in effect, those in the maintenance department do not avail themselves of it. In either case the result can be costly in high maintenance costs for years to come, with no end of headaches for those directly involved.

Recently, on a line-change project, a chief maintenance officer, "nosing around," found some unusually soft roadbed in a long cut that, according to the construction schedule, would have had ballasted track on it within a few days. The track was not constructed on schedule. The maintenance officer insisted that the unstable condition be corrected, even to the extent of digging out thousands of yards of soft material and replacing it with stable material, if effective drainage could not be installed—pointing out that the cost of maintaining a railroad on the existing material would be exorbitant, if a satisfactory railroad could be maintained at all.

This thought applies to practically every class of construction on the railroads, whether roadbed, track, bridges, buildings or water service facilities, if maintenance costs are to be kept to the minimum—and especially today in the light of the high wage rates for every class of maintenance work. Among other things, this was emphasized by P. O. Ferris, chief engineer of the Delaware & Hudson (formerly engineer maintenance of way), in an address before the New York Railroad Club on May 20, when he said: "Since the cost per unit of most materials installed today is more than twice what it was before the war, building must be more permanent, so that maintenance costs will be reduced to the absolute minimum. This requires the efficient application of the best quality materials that traffic and the life of the structure will justify. . . ."

Frequently, out of his experience in maintenance work, the maintenance officer is in the best position on the railroads to advise relative to the best quality, most durable materials for any particular type of construction, looking to low maintenance costs—and should be consulted. During the recent war, when speed was so necessary and there was often little choice in materials because of shortages, many new facilities were literally "slapped in," with little or no time for consultation. There is no reason for continuing such practices in time of peace.



Floor plan of the new freight station

reason the interior was designed and furnished with special care in order to obtain an attractive, modern appearance. The walls are of plaster and are painted a light green, with a darker shade of green for the trim. The floor is of dark green asphalt tile of contrasting shades, with a black border and cove base. The ceiling of the office is of ivory-toned acoustical tile. All of the office doors are of hollow metal, with Feralun thresholds. Artifical lighting is by means of fluorescent lighting fixtures hung from the ceiling.

Located along the west side of the office, and reached by a door in the northwest corner of the building, is the public space, which is 25 ft. 8 in. long by 7 ft. wide. This space is separated from the office by a counter, 14 ft. 4 in. long. The counter is topped with 7/16-in. Masonite set in wood, with aluminum moldings, and is faced on the public side by wood panels above an asphat-tile base. At one end of the counter is the cashier's cage which is 8 ft. 5 in. long by 8 ft. 3 in. wide. This cage is equipped with a ¼-in. Misco polished wire glass screen above a Masonite counter. The counters have built-in drawers and shelves.

The Freight Room

Occupying the southerly portion of the building, the freight room is 33 ft. wide and 127 ft. long. On the track side is an opening 8 ft. high and 112 ft. 6 in. long equipped with continuous sliding doors. The lintel over this opening is supported by steel columns spaced on 22-ft. 6-in. centers, this spacing being designed to prevent interference in the loading or unloading of cars. On the opposite, or tailboard, side of the room there are five door openings 8 ft. wide, all of which are fitted wih doors of the overhead rolling type, protected by a continuous canopy. A door opening between the freight room and the outside platform at the south end is also fitted with an overhead rolling door. The doors between the office and the freight room are glazed with clear wire glass. Incandescent lighting is used in the freight room.

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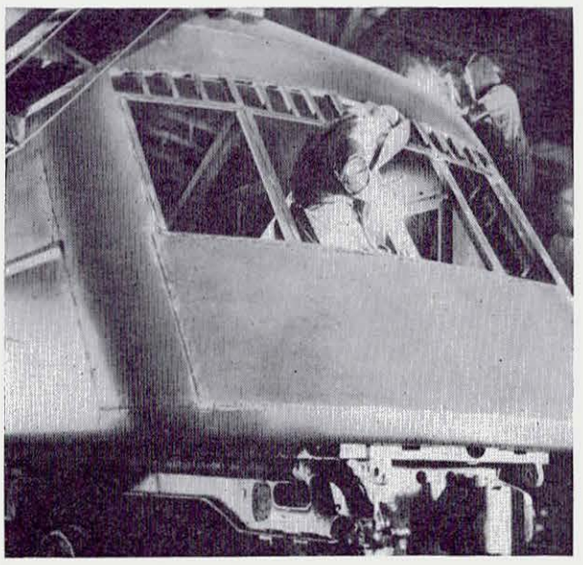


Workmen welding a streamlined passenger car made from one of Carnegie-Illinois Steel Corporation's high-strength steels, which have been offered as an answer to the steel shortage because they go one-third farther strength-wise when substituted for carbon steel

tributed greatly to the development in Congress of sentiment favorable to a measure which the President of the United States elected to brand as a scheme to implement the allegedly evil practices of the railroad "monopoly."

A CONFLICT OF DISCIPLINE

Evidence continues to pile up that enginemen are not adequately trained to meet the emergency of low water when it occurs on steam locomotives. Three of nine crown-sheet failures occurring since June 30, 1947, for which reports are at hand, present unusually clear evidence of that fact.

In one of these cases the testimony of the fireman indicates that the low-water alarm had sounded for a distance of about eight miles before the point of the accident was reached and that the engineman had put on the injector to supplement the feedwater pump. He testified that in the six months of his service this was the first time he had heard the low-water alarm sound. In another case the fireman, alarmed at the failure of the water to rise in the glass, prepared to knock the fire but testified that the engineman said "No, the officials are checking this train tonight and we don't want to delay this important train." In the third case, in which the fireman was worried about the water level, he said that he called the engineman's attention to the situation; that the low-water alarm then sounded and that the engineman put on the injector, leaving it on only long enough to cause the low-water alarm to stop sounding; then put it on when the alarm again sounded, only to shut it off about a minute after the alarm ceased to sound, without restoring water to the glass at any time.

All three of these instances clearly suggest the callousness to the danger involved in indications of low water which long experience causes—in each case the fireman with less experience was the more sensitive to the danger.

The second instance presents an unusually clear case of the effect of the constant pressure to keep trains moving in discouraging prompt action to carry out instructions for dealing safely with such situations.

Low water is not an everyday occurrence in the experience of any engineman. It occurs rarely and, when it does occur, safe procedure is directly in conflict with the disciplinary pressure which never lets up. Under these conditions safety requires that training for the emergency which rarely occurs must be frequent and insistent. Until some program to this end is established, railroad managements must share the responsibility for these accidents.

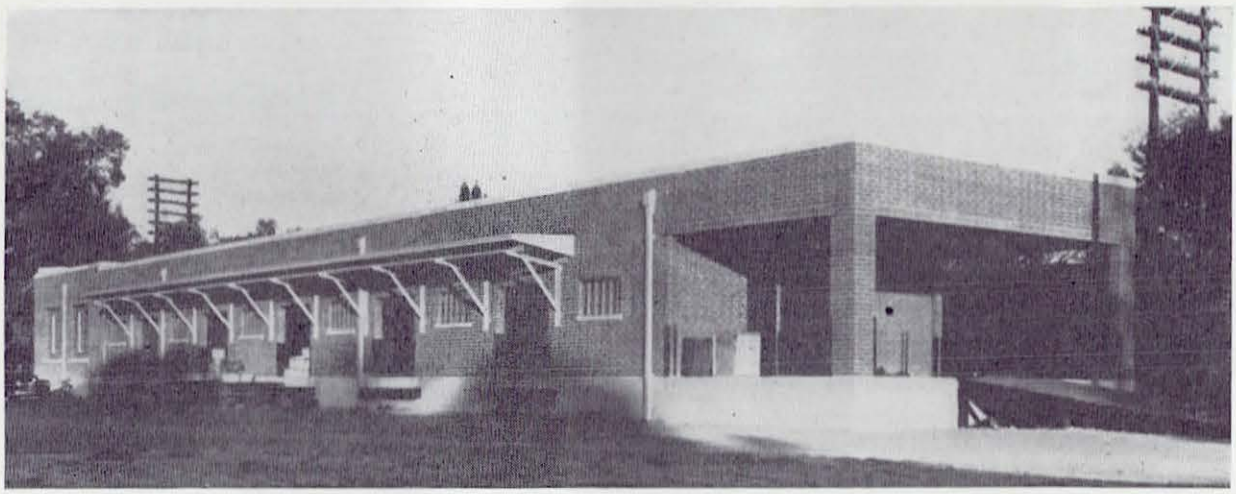
HOLDING DOWN MAINTENANCE COSTS

A good rule in connection with the construction of any new railroad facility is to give the department that must maintain the facility an opportunity to be heard in both the planning and execution of the work. Too often this rule is not followed, and, sometimes, even where it is in effect, those in the maintenance department do not avail themselves of it. In either case the result can be costly in high maintenance costs for years to come, with no end of headaches for those directly involved.

Recently, on a line-change project, a chief maintenance officer, "nosing around," found some unusually soft roadbed in a long cut that, according to the construction schedule, would have had ballasted track on it within a few days. The track was not constructed on schedule. The maintenance officer insisted that the unstable condition be corrected, even to the extent of digging out thousands of yards of soft material and replacing it with stable material, if effective drainage could not be installed—pointing out that the cost of maintaining a railroad on the existing material would be exorbitant, if a satisfactory railroad could be maintained at all.

This thought applies to practically every class of construction on the railroads, whether roadbed, track, bridges, buildings or water service facilities, if maintenance costs are to be kept to the minimum—and especially today in the light of the high wage rates for every class of maintenance work. Among other things, this was emphasized by P. O. Ferris, chief engineer of the Delaware & Hudson (formerly engineer maintenance of way), in an address before the New York Railroad Club on May 20, when he said: "Since the cost per unit of most materials installed today is more than twice what it was before the war, building must be more permanent, so that maintenance costs will be reduced to the absolute minimum. This requires the efficient application of the best quality materials that traffic and the life of the structure will justify. . . ."

Frequently, out of his experience in maintenance work, the maintenance officer is in the best position on the railroads to advise relative to the best quality, most durable materials for any particular type of construction, looking to low maintenance costs—and should be consulted. During the recent war, when speed was so necessary and there was often little choice in materials because of shortages, many new facilities were literally "slapped in," with little or no time for consultation. There is no reason for continuing such practices in time of peace.

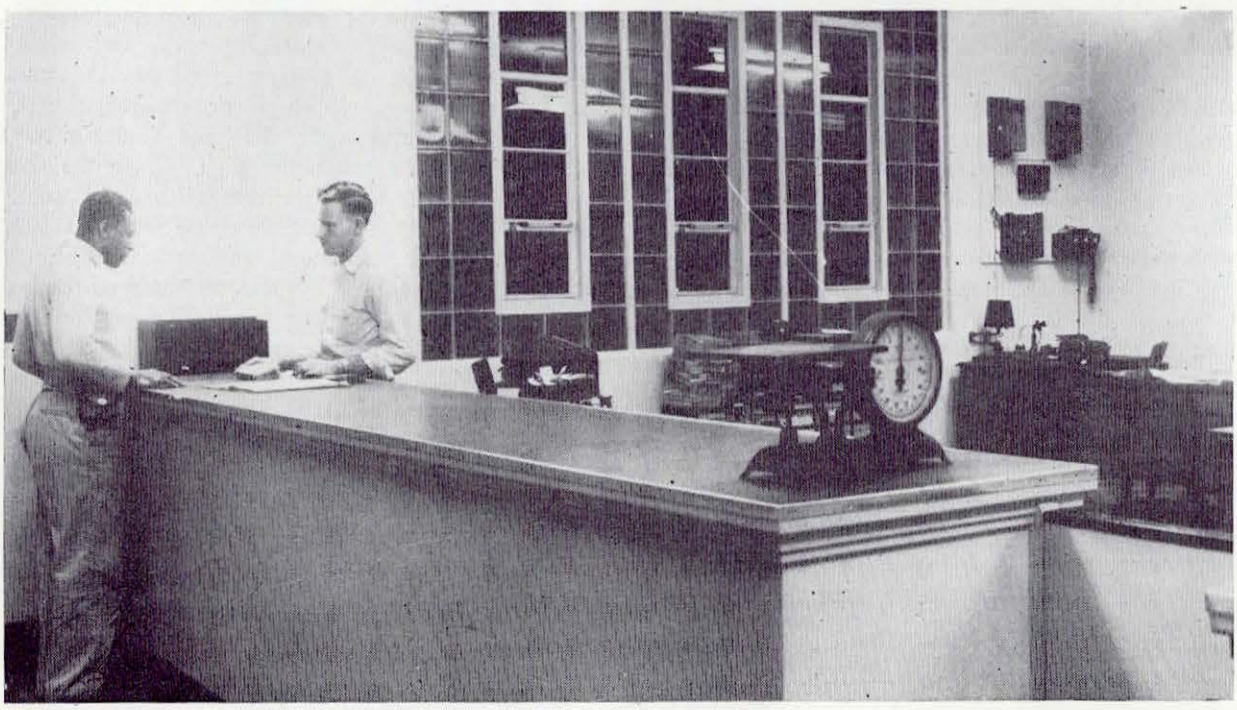


The new freight station at Winter Park as it appears from the driveway side

THIS FREIGHT STATION HAS EYE APPEAL

Pleasing appearance, as well as utility, was taken into consideration by the Atlantic Coast Line in designing new facility built at Winter Park, Fla.

When the Atlantic Coast Line built its new freight station recently at Winter Park, Fla., eye appeal, as well as utility, was strongly considered in the design—and with a definite purpose in view. Winter Park is a city with some 4,700 permanent inhabitants. Except for the customary lumber yard, wholesalers, and small businesses, its industrial establishments consist of two citrus packing plants. Its importance,



The office, with public space along one side, is attractively decorated and effectively lighted

though, is far greater than this would indicate, as it is a winter resort of considerable popularity, being patronized by many people from the North, among them some leading industrialists, who regard it as a second "home town" and are much concerned with its appearance.

Shortcomings of Old Station

The former freight station, located on the west side of the tracks, just north of and across from the passenger station, not only was small, with insufficient platform space, but also was located immediately adjacent to a large citrus packing plant. The result was traffic congestion during the citrus shipping season, with trucks to and from the freight station interfering with those loaded with fruit moving into the packing plant. Moreover, since the freight station was shared by the Railway Express Agency, traffic congestion was assuming particularly serious proportions during the Christmas holiday periods when express shipments of gift boxes of fruit amount to as much as a carload a day. In addition, the packing plant was desirous of expansion and, as a matter of fact, the old freight station was taken over by the packing company on the same day that the railway's force moved into the new facility.

The new freight station is situated about 200 yd. south of the old station, on the same side of the tracks, across from and a short distance south of the passenger station. On its east side it is flanked by a new house track, and on its west side by a crushed-stone driveway 200 ft. long and sufficiently wide to afford ample parking and maneuvering space for highway trucks. This driveway connects with two streets and is used exclusively by vehicles moving to or from the freight station, thus completely avoiding the traffic congestion that formerly existed at the old station.

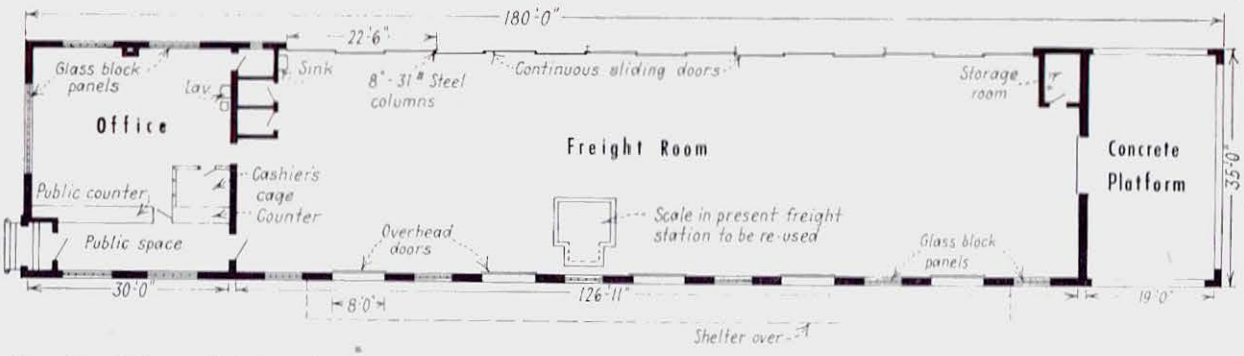
The new station is a single-story structure, 35 ft. by 180 ft. in plan, including a covered concrete platform at the south end, which is 19 ft. wide and extends the full width of the building. While this platform is open on three sides, the roof over it is a continuation of that over the main structure. The building is of concrete, brick and steel construction, with the floor, which is at car-floor height, consisting throughout of a reinforced concrete slab laid on a watered and tamped sand fill. Supported by transverse clear-span steel trusses, the roof deck consists of 2-in. by 6-in. tongue-and groove sheathing, protected by a 15-year built-up roof covering.

An Attractive Exterior

For the reasons stated, appearance was an important objective in designing the new structure. On the exterior the desired effect was achieved by selecting a dark red brick for the walls and colored cast stone for the trim and copings. This effect is enhanced by large glass-block panels in the exterior walls of the office and by smaller glass-block panels in the side walls of the freight room. For ventilation, the panels in the office walls are fitted with movable steel sash glazed with plain glass.

The office is located at the extreme north end of the building where it occupies the full width of the structure for a distance of 30 ft. Since it is also the Railway Express Agency office, it is visited by the general public in considerable numbers, and for this

Interior of the freight room, showing the overhead rolling doors on the tailboard side at right and continuous sliding doors on the track side at the left



Floor plan of the new freight station

reason the interior was designed and furnished with special care in order to obtain an attractive, modern appearance. The walls are of plaster and are painted a light green, with a darker shade of green for the trim. The floor is of dark green asphalt tile of contrasting shades, with a black border and cove base. The ceiling of the office is of ivory-toned acoustical tile. All of the office doors are of hollow metal, with Feralun thresholds. Artifical lighting is by means of fluorescent lighting fixtures hung from the ceiling.

Located along the west side of the office, and reached by a door in the northwest corner of the building, is the public space, which is 25 ft. 8 in. long by 7 ft. wide. This space is separated from the office by a counter, 14 ft. 4 in. long. The counter is topped with 7/16-in. Masonite set in wood, with aluminum moldings, and is faced on the public side by wood panels above an asphat-tile base. At one end of the counter is the cashier's cage which is 8 ft. 5 in. long by 8 ft. 3 in. wide. This cage is equipped with a ¼-in. Misco polished wire glass screen above a Masonite counter. The counters have built-in drawers and shelves.

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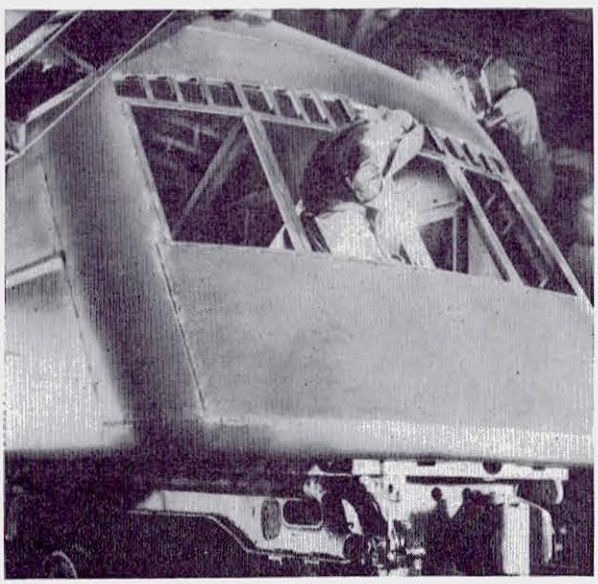

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No C.&O. "Monopoly" on Research

Coming to what he characterized as Mr. Young's claim that the C.&O. has a "virtual monopoly" on research in the railroad field, Mr. Faricy outlined briefly the research record and present activities of the A.A.R. which now has under way "some 300 specific research projects." Calling the "overall operating results" the "real test of research," the A.A.R. president cited railroad industry's performance in World War II and in the postwar period. That performance, he said, "is the direct result of railroad research work, carried out intensively for many years, and still actively under way." In his reference to motive-power research, Mr. Faricy noted that the C.&O. is "but one" of a "group of nine principal coal-carrying railroads" which are engaged in the development of a gas-turbine locomotive to burn powdered coal.

As to car supply and car use, the A.A.R. president denied Mr. Young's assertion that "the same group that run the railroads run the equipment companies, and they want the steel to go to the automobile industry and other industries, and they are deliberately keeping it away from the railroads." Of this Mr. Faricy said: "Such a charge, offered without any supporting evidence whatever, is not of a nature to deserve serious attention."

He did find it "interesting to note," however, that the C.&O., "which Mr. Young 'runs', and which he would presumably exclude from his charge of deliberately keeping materials away from the railroad," has had "no better fortune in securing the new equipment ordered since the war than have the other railroads." In that connection the A.A.R. president gave figures indicating that C.&O. has secured delivery of 31 per cent of the total number of freight cars it had on order at the end of the war and those it has ordered since that time. The comparable figure for Class I roads other than the C.&O. was 57.4 per cent.

Referring to Mr. Young's discussion of "a standardized box car as a measure of improvement in car supply," Mr. Faricy said that "one would think" from such discussion that "this was a Chesapeake & Ohio achievement." He added that the C.&O. was not the first road to buy that type of car, "and certainly is not entitled to claim credit for its origination."

As to Mr. Young's imputation of "diabolical cleverness" to the A.A.R. and I.C.C. in handling the per diem charge for rental of cars such fashion as to "discourage car buying," Mr. Faricy said the statement "ignores the facts." He insisted that any deficiency in car supply cannot be attributed to a lack of buying orders, because orders for cars, since the beginning of the war, "have consistently exceeded the ability of the car builders to supply them." The A.A.R. president also pointed out that the per diem rate has been increased 50 per cent, from $1 to $1.50, since January 31, 1945; that some roads think it is too high while some regard it as too low; and that the I.C.C. is considering the matter in pending cases.

Mr. Young, as Mr. Faricy put it, was "equally misleading in his reference to the purchase of passenger cars." He noted that the C.&O. chairman had stated that the Class I roads, other than the C.&O., had ordered only 341 passenger cars "in the past 12 months." On that point, the A.A.R. president had figures indicating that those roads ordered 1,072 passenger-train cars during the 12 months ended with May 1—"three times the figure given by Mr.Young." Mr. Faricy said the C.&O. did not enter the passenger-car market "in a substantial way" until 1947—"after many other railroads had placed large orders."

"This tardiness on Mr. Young's part," he continued, "has put him even further behind the procession in securing delivery of new cars. Whereas the railroads which placed orders more promptly had secured, up to May 1, delivery of more than 2,000 cars, or 52 per cent of their postwar car orders, Mr. Young's road had secured delivery of only 24 cars, or less than 7 per cent of its postwar orders. Mr. Young's most recent publicly announced action in respect of new passenger-train cars is to cancel one-third of his orders."

C.&O. Sleepers All "Rolling Tenements"

Suggesting next that one might suppose from Mr. Young's presentation that the "modern passenger train originated with him," Mr. Faricy pointed out that 150 streamliners were in operation before World War II, and that there are now "about double that number," running "at least 100,000 miles a day." The C.&O., he added, has installed only two such trains, the "Pere Marquette" streamliners, "which have been in service only since 1946, performing a total of 608 miles of service per day."

The A.A.R. president characterized as "equally hollow" Mr. Young's "protestations of leadership in the sleeping car field." Up to June 1, Mr. Faricy added, "he has yet to put in service on his own railroad a single sleeping car of any type than those which he denounces as 'rolling tenements.'"

In a section of his statement entitled "'Combinations' and 'Conspiracies,'" Mr. Faricy dealt with Mr. Young's talk about "'combines,' which he said are trying to run him out of the railroad business." An "entirely fanciful story" was what the A.A.R. president said of the C.&O. chairman's statement that the

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No C.&O. "Monopoly" on Research

Coming to what he characterized as Mr. Young's claim that the C.&O. has a "virtual monopoly" on research in the railroad field, Mr. Faricy outlined briefly the research record and present activities of the A.A.R. which now has under way "some 300 specific research projects." Calling the "overall operating results" the "real test of research," the A.A.R. president cited railroad industry's performance in World War II and in the postwar period. That performance, he said, "is the direct result of railroad research work, carried out intensively for many years, and still actively under way." In his reference to motive-power research, Mr. Faricy noted that the C.&O. is "but one" of a "group of nine principal coal-carrying railroads" which are engaged in the development of a gas-turbine locomotive to burn powdered coal.

As to car supply and car use, the A.A.R. president denied Mr. Young's assertion that "the same group that run the railroads run the equipment companies, and they want the steel to go to the automobile industry and other industries, and they are deliberately keeping it away from the railroads." Of this Mr. Faricy said: "Such a charge, offered without any supporting evidence whatever, is not of a nature to deserve serious attention."

He did find it "interesting to note," however, that the C.&O., "which Mr. Young 'runs', and which he would presumably exclude from his charge of deliberately keeping materials away from the railroad," has had "no better fortune in securing the new equipment ordered since the war than have the other railroads." In that connection the A.A.R. president gave figures indicating that C.&O. has secured delivery of 31 per cent of the total number of freight cars it had on order at the end of the war and those it has ordered since that time. The comparable figure for Class I roads other than the C.&O. was 57.4 per cent.

Referring to Mr. Young's discussion of "a standardized box car as a measure of improvement in car supply," Mr. Faricy said that "one would think" from such discussion that "this was a Chesapeake & Ohio achievement." He added that the C.&O. was not the first road to buy that type of car, "and certainly is not entitled to claim credit for its origination."

As to Mr. Young's imputation of "diabolical cleverness" to the A.A.R. and I.C.C. in handling the per diem charge for rental of cars such fashion as to "discourage car buying," Mr. Faricy said the statement "ignores the facts." He insisted that any deficiency in car supply cannot be attributed to a lack of buying orders, because orders for cars, since the beginning of the war, "have consistently exceeded the ability of the car builders to supply them." The A.A.R. president also pointed out that the per diem rate has been increased 50 per cent, from $1 to $1.50, since January 31, 1945; that some roads think it is too high while some regard it as too low; and that the I.C.C. is considering the matter in pending cases.

Mr. Young, as Mr. Faricy put it, was "equally misleading in his reference to the purchase of passenger cars." He noted that the C.&O. chairman had stated that the Class I roads, other than the C.&O., had ordered only 341 passenger cars "in the past 12 months." On that point, the A.A.R. president had figures indicating that those roads ordered 1,072 passenger-train cars during the 12 months ended with May 1—"three times the figure given by Mr.Young." Mr. Faricy said the C.&O. did not enter the passenger-car market "in a substantial way" until 1947—"after many other railroads had placed large orders."

"This tardiness on Mr. Young's part," he continued, "has put him even further behind the procession in securing delivery of new cars. Whereas the railroads which placed orders more promptly had secured, up to May 1, delivery of more than 2,000 cars, or 52 per cent of their postwar car orders, Mr. Young's road had secured delivery of only 24 cars, or less than 7 per cent of its postwar orders. Mr. Young's most recent publicly announced action in respect of new passenger-train cars is to cancel one-third of his orders."

C.&O. Sleepers All "Rolling Tenements"

Suggesting next that one might suppose from Mr. Young's presentation that the "modern passenger train originated with him," Mr. Faricy pointed out that 150 streamliners were in operation before World War II, and that there are now "about double that number," running "at least 100,000 miles a day." The C.&O., he added, has installed only two such trains, the "Pere Marquette" streamliners, "which have been in service only since 1946, performing a total of 608 miles of service per day."

The A.A.R. president characterized as "equally hollow" Mr. Young's "protestations of leadership in the sleeping car field." Up to June 1, Mr. Faricy added, "he has yet to put in service on his own railroad a single sleeping car of any type than those which he denounces as 'rolling tenements.'"

In a section of his statement entitled "'Combinations' and 'Conspiracies,'" Mr. Faricy dealt with Mr. Young's talk about "'combines,' which he said are trying to run him out of the railroad business." An "entirely fanciful story" was what the A.A.R. president said of the C.&O. chairman's statement that the

association last year asked the public relations "experts" of its member roads "to divert all their energies to killing off" F.R.P. Mr. Young "flatters himself a great deal if he thinks the federation is of sufficient importance as to warrant such action," Mr. Faricy added. He also referred to Mr. Young's references to the "mysterious 'they'" who have been "trying to get me out for 10 years."

"Melodrama of this sort," Mr. Faricy continued, "is hardly to be taken seriously, but I should like to say for the record that there is nothing, absolutely nothing, in these repeated stories about the '131 monopoly' and the like." The A.A.R. president was here presuming that what Mr. Young means by the "131 combine" is the association. And he went on to assert that the association "is in no sense a monopoly," and that "it has no power to control its members, and no power to impose its will upon anyone else." In that connection, Mr. Faricy quoted that provision of the association's plan of organization which reserves to member roads their rights to take independent action; and he cited the per diem case as "a concrete example of the unhesitating and unrestrained exercise of the right thus preserved in the plan."

"Conspiracy" to Keep Rates Down

What Mr. Faricy called the "most extraordinary conspiracy which Mr. Young imagines," is what the C.&O. chairman claims is a conspiracy to hold railroad rates down because railroad directors "have their own money in the air lines, and the buses and trucks." The A.A.R. president quoted that statement at "par" with the Young charge that those who "run the railroads" were preventing the railroads from getting materials for car building. "Both," Mr. Faricy added, "are broadside charges of breach of trust and lack of integrity, put forward without a shadow of proof. They are such allegations as no responsible man would make unless he were in a position to sustain them—which Mr. Young is not, because they have absolutely no foundation in fact."

In view of Mr. Young's "insistence upon the importance of ownership and investment by railroad directors," Mr. Faricy thought it pertinent to inquire into the nature and extent of Mr. Young's investment in C.&O. In that connection the A.A.R. president referred to the recent I.C.C. decision denying Mr. Young's application for authority to serve on the New York Central board of directors, and to the C.&O.'s report for 1947.

Those documents, he said, show that "the self-proclaimed apostle of owner-management in railroading" owns directly only 10 of the 8,003,969 shares of C.&O. outstanding; and that his indirect interest, through Alleghany Corporation, amounted to "less than 1 per cent of 3.34 per cent of the total assets of the railroad."

As to railroad rates, Mr. Faricy outlined for the committee what the railroads have been doing "to obtain rates properly related to costs of operation as expressed in dollars of today's purchasing power." He said that the association does not differ with Mr. Young when he calls for a fair return for the industry and for expedited I.C.C. action on applications for rate increases designed to meet higher wages and other costs.

At the same time, however, the A.A.R. disagrees "violently" with the C.&O. chairman "when he recommends that the commission be 'wiped out'"; and it "certainly does not subscribe at all to anything that, in the remotest degree, casts suspicion on that great tribunal which has a demonstrated record of accomplishment extending over 61 years." Along the same line Mr. Faricy also had this to say: "It is one thing to be disappointed with the timing or the amount of a rate increase, and quite another thing to impugn the motives and attack the competence of the Interstate Commerce Commission, a body of hard-working, conscientious, well-qualified citizens upon whom there has been laid the responsibility of coping with questions of tremendous importance in a time of great difficulty, and who are earnestly trying to meet their responsibilities with fairness to all concerned."

Interpreting Mr. Young's comment on the railroads' 1947 deficit from passenger service as "highly critical," Mr. Faricy pointed out that the I.C.C.'s Bureau of Transport Economics and Statistics recently issued comparative figures showing that the C. & O.'s 1947 passenger-service operating ratio was 192, higher than that of any of the other 24 "principal passenger-carrying railroads" included in the comparison. Mr. Faricy said he did not know whether there was any relationship between the C.&O. passenger deficit and the market price of C.&O. stock, but he gave for "what they are worth" comparisons of that stock's movements and the movements of the Dow-Jones average of railroad stock prices. Between January 2 and June 11, the A.A.R. president said, the Dow-Jones average rose from 53.85 to 61.64, an increase of 7.79 points; in the same period the market price of C.&O. common dropped 6.625 points, from $44.625 to $38.

In closing, Mr. Faricy gave the committee the same "pledge" which he said he had given last week to the Industrial College of the Armed Forces. It was that "whatever the type of war, and whenever it comes, the railroads will do their utmost to see that nowhere in all the world will the military might of America be lessened or the striking power of its armed forces diminished by reason of any failure of rail transportation at home." The committee's chairman, Representative Wolverton, Republican of New Jersey, thanked Mr. Faricy for a comprehensive presentation which "confirms the old adage that there's two sides to every story."

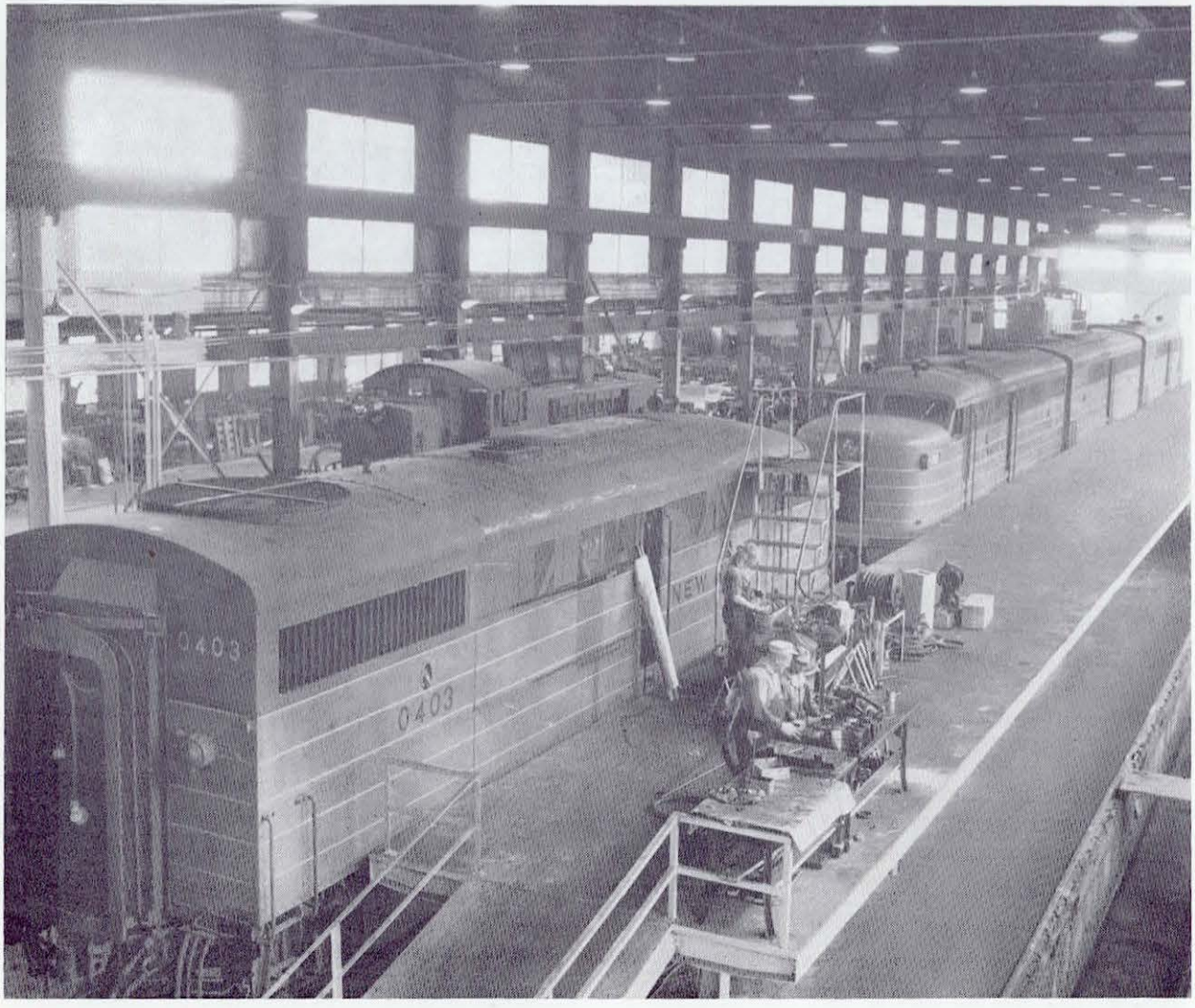
Robert R. Young Replies

On June 15 Mr. Young made public the following reply to Mr. Faricy's statement:

"It is easy for Mr. Faricy to deny that other industries are being favored over the railroads in allocations of steel. Yet, new rail freight and passenger car replacements since VJ-Day have not equalled cars junked. During this same period 10,000,000 automobiles, trucks, buses and airplanes have been built. A pertinent in-

(*Continued on page* 45)

Alco-General Electric 4,500 hp. Diesel-electric freight locomotive



Interior of newly converted Diesel shop at New Haven, Conn.

NEW HAVEN CHANGES MAYBROOK FREIGHT LINE TO DIESEL

Fifteen 4,500 hp. Alco-General Electric freight locomotives permitted replacement of steam power and speeded up train movement with resultant economies

Bridge at Towners, N. Y., over Harlem division, New York Central

In 1946 the New York, New Haven & Hartford—as a result of the satisfactory experience with the operation of 60 2,000-hp. Alco-G.E. combination passenger and freight Diesel-electric locomotives* on its main lines from New Haven, Conn., to Boston, Mass., and from New Haven to Springfield, Mass., and to a limited extent between New Haven and Maybrook, N. Y.—made an important extension of its Diesel-powered service by completely eliminating steam operation, including pusher service, on its freight line between Cedar Hill yard (New Haven) and Maybrook.

Orders were placed with the American Locomotive Company for 30 1,500-hp. A units and 15 of the B units of like power. These 45 units are operated in pool service, first in first out, as three-unit 4,500-hp. locomotives and now handle all of the freight trains over the 124-mile line between Cedar Hill yard and Maybrook. In addition, some of the locomotives are used frequently to other points on the system, such as Worcester, Mass., where connections are made for northeastern New England points, Providence, R. I., and Boston.

The new freight Diesels have an overall length, for the three units, of 154 ft. 6 in.; are equipped with four-wheel roller bearing trucks, on each of which there are two traction motors; and weight 714,400 lb., all of which is on drivers. The locomotives are powered with Alco four-cycle, 1,500-hp. V-type 12-cylinder engines, turbo-supercharged. With a gear ratio of 74:18 the top speed is 65 m.p.h. and the continuous tractive-force rating of each unit is 42,500 lb. at 11 m.p.h., or 127,500 lb. for the three-unit locomotives. The weight of the A units is 240,600 lb. The B units weigh 233,200 lb. giving a total starting tractive force, at 25 per cent adhesion, of 178,600 lb. The locomotives are equipped with high-capacity dynamic brake equipment.†

Maybrook yard is an important junction point for freight coming into and going out of New England, from and to the south and west, via an all-rail route, crossing a bridge 210 ft. above the Hudson river at Poughkeepsie, N.Y. At Maybrook freight is interchanged, either at that yard or the nearby Campbell Hall yard, with the Lehigh & Hudson River; Erie; Lehigh & New England; New York Central; and New York, Ontario & Western at the average rate of 1,300 cars a day. Table I shows the symbol-train operations of the New Haven and connecting lines at Maybrook. Practically all of the trains moving between Maybrook and Cedar Hill yard, as well as to other New Haven system points, are handled as symbol trains with regular schedules. Increases in tons per train due to the use of new Diesels in Maybrook service are shown in an accompanying tabulation.

Average Train Load (Tons) — New Haven Through Trains to and from Maybrook

Territory			Week ending 5/1/48	Week ending 5/3/47	Per cent of increase
Maybrook	Cedar Hill	West	2,381	1,864	27.7
Maybrook	Cedar Hill	East	3,760	3,786	—0.7
Maybrook	Bridgeport Hartford	West	1,755	1,669	5.2
Maybrook	Bridgeport Hartford	East	3,657	3,443	6.2

Advantages of Diesel Freight Operation

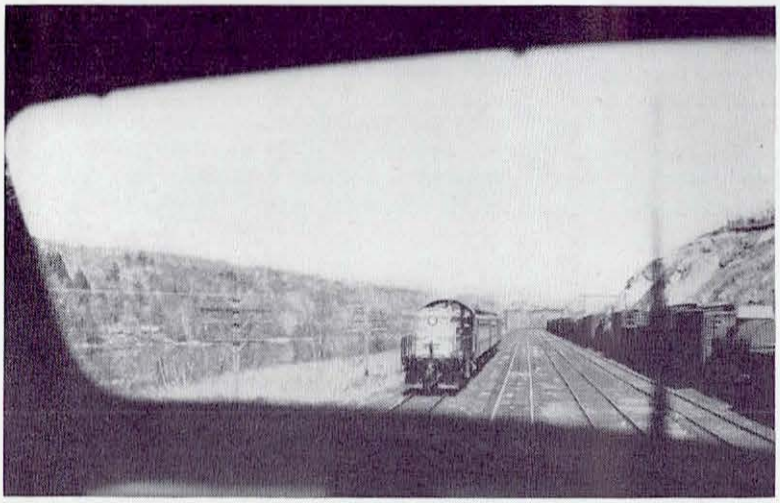
When the Maybrook line Dieselization program was originally projected it was estimated that annual savings of approximately $1,342,000 would be realized as a result of the replacement of 46 2-10-2 type, Class L steam locomotives by the 15 Diesel-electrics of 4,500-hp. These savings have been exceeded in actual practice. They were anticipated as a result of economies in train operation and the elimination of pusher service; reduction of enginehouse expenses; release of two-unit 4,000-hp. Diesel-electric combination pas-

Table I — Regularly Scheduled Trains (New Haven and Other Railroads to and from Maybrook)

Railroad	East	West	Total
New Haven	8	8	16
Erie	2	2	4
Lehigh & Hudson River	4	4	8
New York, Ontario & Western	2	2	4
Lehigh & New England	1	1	2
New York Central (West Shore)	1	1	2

*An article dealing with the operation of the 2,000-hp. Diesel-electric locomotives appeared in *Railway Age* of May 29, 1943, page 1087.

†A detailed description of these locomotives appeared in *Railway Age* of June 12, page 38.



Above—Along the Maybrook line at Shelton, Conn.

Left—New Haven train No. 441, Waterbury to Bridgeport, with 1,500-hp. Alco-G.E. road switcher east of Derby Junction, Conn.

Facing page—Symbol freight train NO-7 ready to depart from Cedar Hill yard

Below—Maybrook engine terminal. The steam power belongs to roads other than the New Haven

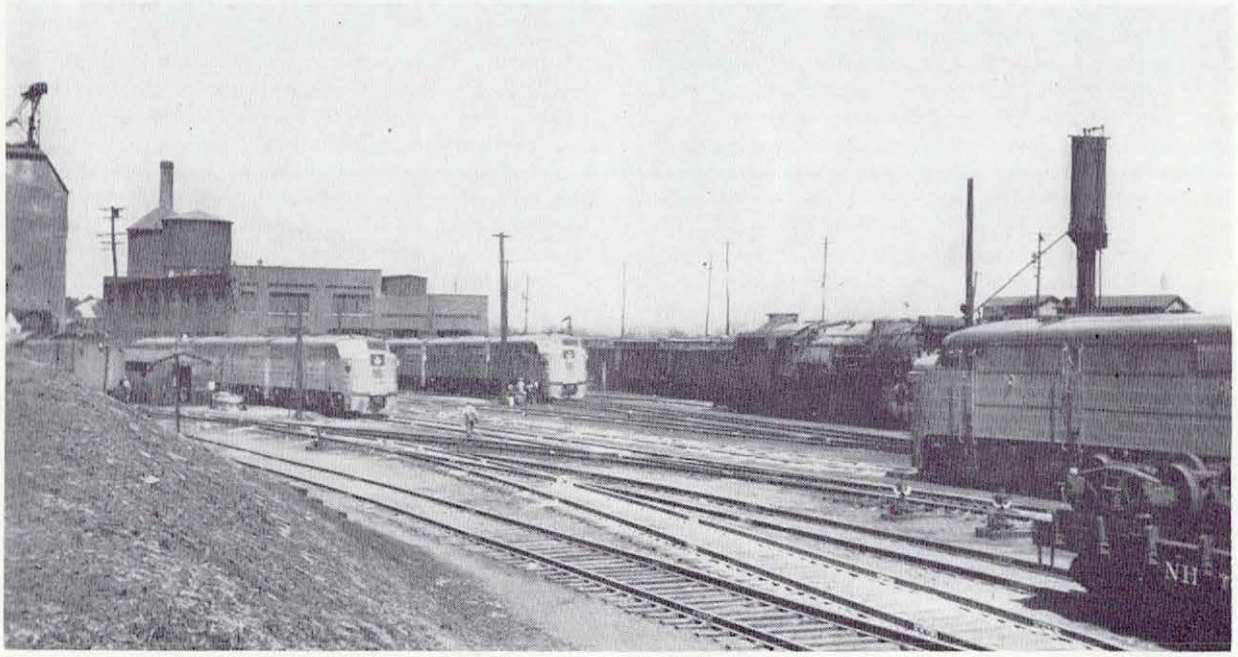


Table II—Preliminary Comparative Figures—Steam vs. Diesel

(One-month's Operation)

	Using Class L Steam Locomotives Exclusively	Using 3-unit 4,500-Hp. Diesel-Electrics Exclusively
Number of trains	678	662
Light locomotives operated	43	....
Train-miles	86,794	84,810
Locomotive-miles	93,478	86,130
Crew wages	$48,374.92	$48,441.38
Fuel	$63,228.00	$37,989.84
Locomotive repairs	$76,915.46	$25,839.00
Loco. supplies and lubrication	$ 3,352.24	$ 5,167.80
Vacation allowance and payroll taxes	$ 8,492.97	$ 5,632.32
Pusher service	$24,469.76	None
Adjustments for increased material and labor charges applied to locomotive repairs	$15,383.11	$ 5,167.80
	$240,216.46	$128,238.14

senger and freight locomotives for operation elsewhere on the system; and in changes in local service. The original estimates were based on the comparative figures shown in Table II. The influence of the elimination of pusher service and the fuel economies of the Diesel-electric locomotives is obvious.

The Diesel-electrics have also permitted time savings as a result of the ability to adhere rigidly to prearranged schedules without delays inherent in steam operation. For example, reductions of two hours in overall time between Maybrook and Boston on trains handling perishables to the Boston markets have been realized, with the Dieselization of the Maybrook section of the run alone accounting for over half of the time saving.

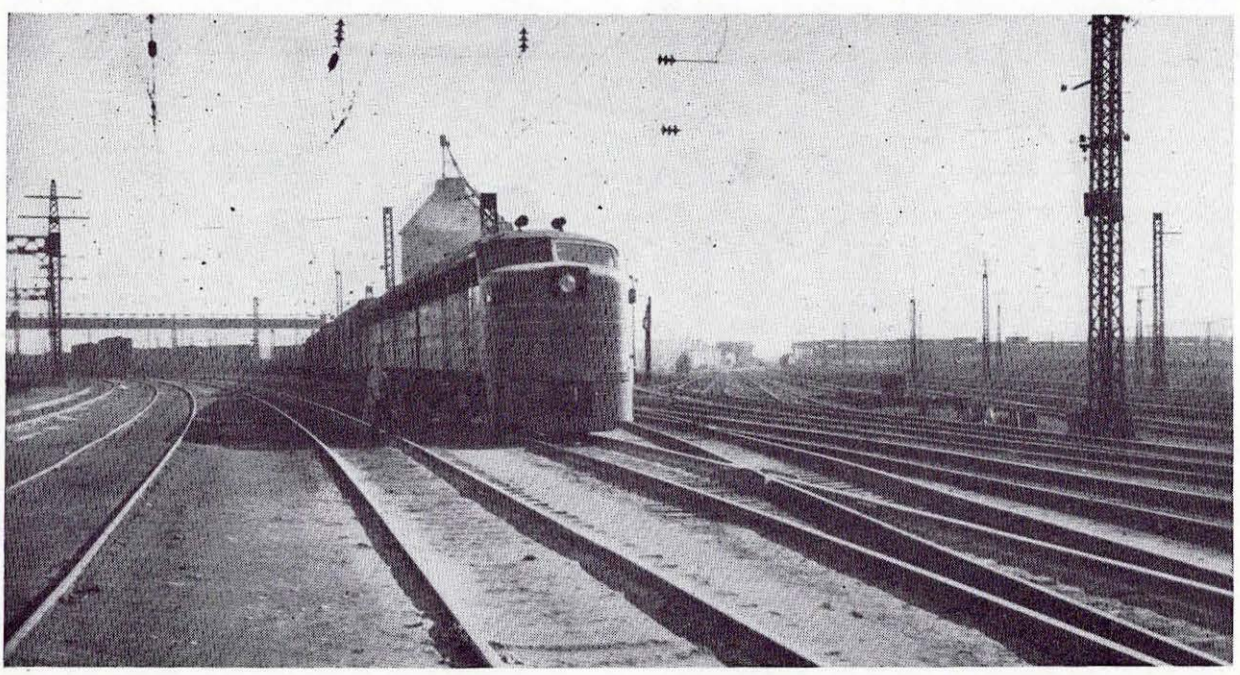
Intangible advantages which have resulted from the Diesel program are the improvement of the service, the improvement in train operation as evidenced by gross ton-miles per train-hour, and a reduction in equipment failures through the use of the dynamic braking in place of air braking on descending grades. The dynamic brake has made it possible to maintain higher average speeds than were possible under the former conditions of operation. A striking example of this was observed on a recent run on Symbol Train No. NO-7 (on which run several of the photographs accompanying this article were taken) during which trip the *only* automatic air brake applications on the entire run were made at Derby Junction, where a stop was made to fill out the train, and on arrival at destination at Maybrook yard.

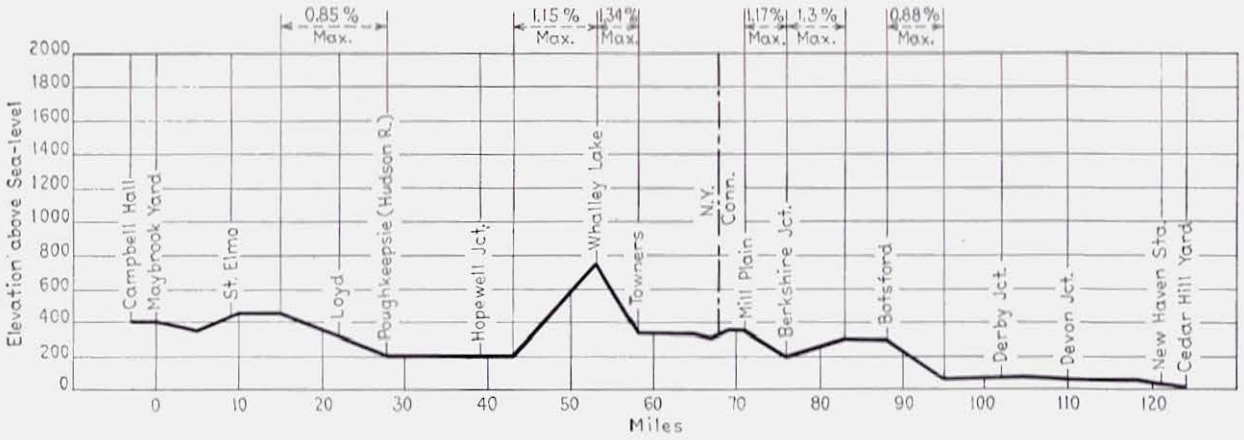
Why the Diesel Was Selected

The primary consideration in the selection of the 4,500-hp. Alco-G.E. Diesel-electric locomotives for this service was the ability to handle, unassisted, 4,100-ton trains eastbound from Maybrook and to handle 3,200-ton trains unassisted on the westbound trip. These tonnage ratings make it possible to meet operating requirements as to schedule speeds while remaining within the continuous rating of the electrical equipment of the locomotives. As a matter of fact, experience has shown that on the heavy grades on this line the limiting factor is adhesion.

Following the installation of these new freight Diesels between May and November, 1947, several minor speed restrictions based on steam-locomotive operation were revised upward; also at Hopewell Junction the track was relocated to eliminate the necessity for another speed restriction which was not important when it was necessary to stop anyway for coal and water but which was particularly disadvantageous when Diesel operation eliminated the necessity for stopping.

An examination of the profile of the Cedar Hill-Maybrook line discloses three major grades against the westbound movement. (A system map of the New





Condensed profile of Maybrook-Cedar Hill line

Haven appeared in *Railway Age* of June 12, page 43.) Between Derby Jct., Conn., and Botsford, there is a seven-mile grade, most of it of 1.0 per cent. Between Berkshire Jct. and Danbury Fair Grounds there is a five-mile grade of 0.6 per cent average grade with a mile of 1.2 per cent. Between Towners and Whalley Lake, N. Y., there is a five-mile grade of 1.34 per cent maximum. On the eastbound movement from Maybrook to Cedar Hill the controlling grade is one of thirteen miles, between Hopewell Jct., N. Y., and Whalley Lake, with a maximum gradient of 1.15 per cent. Curves of four to six degrees are found on all of these grades but all of the curves are compensated by reduction of gradient to allow for the additional train resistance resulting from the curvature.

Table III shows the performance figures for the freight Diesels on the Cedar Hill-Maybrook line from the time of installation to March 31, 1948. In evaluating these figures it should be borne in mind that the maximum length of the runs on which these locomotives are used is 152 miles, Maybrook to Hartford, with most of them, Maybrook to Cedar Hill, only 124 miles. The maximum utilization is dependent entirely upon the scheduled departures of symbol trains.

Table IV—Selected Expense and Operating Statistics—New Haven Freight Diesels

(Since Acquisition to March 31, 1948)

Expenses:	
Maintenance (Labor and material)	$ 131,422.52
Transportation expense (Fuel oil, lubricants, enginehouse expense and supplies)	448,753.62
Performance:	
Train-miles	697,298
Train-hours	32,635
Locomotive unit miles	2,269,378
Gross ton-miles (Excl. loco.) thousands	2,173,495
Fuel oil, gallons	4,215,292
Crank case oil, gallons	34,808
Averages:	
Train-miles per train-hour	21.367
Gross ton-miles per train-hour	66,600
Gross ton-miles per train-mile	3,117
Fuel per train-mile, gallons	6.045
Fuel per locomotive unit mile, gallons	1.857
Fuel per 1,000 gross ton-miles, gallons	1.939
Maintenance cost per 1,000 g.t.m., cents	6.047
Maintenance cost per locomotive-unit mile	5.791
Transportation cost, per 1,000 g.t.m., cents	20.647
Transportation cost, per locomotive-unit mile	19.774

Table IV includes selected items of expense and operating statistics which are cumulative from the (*Continued on page* 47)

Table III—Performance of New Haven 4,500-Hp. Three-Unit Diesel-Electric Locomotives

1947 Month	Train-Miles	Train-Hours	Loco. Unit Miles	Freight Car Miles (Loaded & Empty)	Gross Ton Miles (Car and Contents)	Gallons of Fuel Oil (Propulsion)	Crankcase Oil (Gals.)	Train-Miles per Train-Hour	Gross Ton-Miles per Train-Hour	Gross Ton-Miles per Train-Mile	Fuel Oil per Train-Mile (Gal.)	Fuel per Loco-unit Mile (Gal.)	Gals. of Fuel Oil per 1,000 Gross Ton-Miles
May	1,114	50	3,378	78,866	3,105,471	2,394	70	22.280	62,109	2,788	2.149	.709	.771
June	15,551	650	47,703	1,252,791	51,024,965	78,662	1,220	23.925	78,500	3,281	5.058	1.649	1.542
July	26,350	1,308	83,343	2,136,743	89,686,634	179,548	443	20.145	68,568	3,404	6.814	2.154	2.002
Aug.	44,385	2,012	144,132	3,440,851	142,081,143	251,606	1,839	22.060	70,617	3,201	5.669	1.746	1.771
Sept.	58,675	2,704	196,105	4,336,715	187,640,549	352,213	2,444	21.699	69,394	3,198	6.003	1.796	1.877
Oct.	82,806	3,795	278,644	6,377,517	268,759,314	554,197	3,387	21.820	70,819	3,246	6.693	1.989	2.062
Nov.	103,075	4,534	324,045	7,791,125	334,490,501	644,591	4,242	22.734	73,774	3,245	6.254	1.989	1.927
Dec.	99,293	4,526	330,138	7,257,051	308,019,041	604,651	4,741	21.938	68,055	3,102	6.090	1.832	1.963
1948													
Jan.	88,093	4,359	292,288	5,562,790	245,572,889	448,154	3,778	20.209	56,337	2,788	5.087	1.533	1.825
Feb.	86,891	4,505	277,566	6,229,037	261,495,811	516,238	3,881	19.288	58,046	3,009	5.941	1.860	1.974
Mar.	91,065	4,192	292,036	6,717,881	281,619,144	583,038	3,830	21.724	67,180	3,093	6.402	1.996	2.070

SUPERINTENDENTS ANALYZE MODERN TOOLS FOR BETTER OPERATIONS

Helps and obstacles in the everyday duties of "line officers" viewed at Chicago convention; committees make recommendations on latest practices

More than 300 railroad superintendents and other operating department officers, representing 64 United States and Canadian railroads and the National of Mexico, met at the Stevens Hotel in Chicago on June 8, 9 and 10 for the fifty-second annual convention of the American Association of Railroad Superintendents. J. J. Brinkworth, vice-president of the New York Central at Chicago, opened the convention. Wayne A. Johnston, president of the Illinois Central, addressed 400 superintendents and guests at the annual luncheon on June 9, including the top officers of many of the Chicago roads. Mayor M. J. Kennelly of Chicago was present and paid tribute to the railroaders.

E. W. Hobbs, supervisor of personnel and public relations of the New York Central at Chicago, spoke at the evening session on June 8, following which films produced by the Central and by the Seaboard Air Line were shown. E. J. League, inspector, Bureau of Explosives, Association of American Railroads, in a brief talk, outlined constructive practices for the safe handling of dangerous materials.

On the afternoon of June 9, the superintendents toured a portion of Chicago's railroad facilities on a special Pennsylvania train made up of coaches and gondola cars fitted with benches. From Union station, the inspection train—which was equipped with loud speakers for the announcement of points of interest—operated over the Pennsylvania's "Panhandle" route to 75th street, thence over the Belt Railway of Chicago to Clearing yard. After an inspection of the Clearing hump operation, the train moved over the Belt to South Chicago, thence via the P.R.R. to Hegewisch, Ill., Hammond. Ind.—using a portion of the Baltimore & Ohio Chicago Terminal—East Chicago and Indiana Harbor, returning to the Union station via the Pennsylvania's main line.

The various sessions of the meeting were presided over by President Clarence P. Fisher, superintendent of the Pennsylvania at Chicago. S. M. Gossage, assistant manager, department of personnel, of the Canadian Pacific, Montreal, Que., was elected president of the association for the ensuing year.

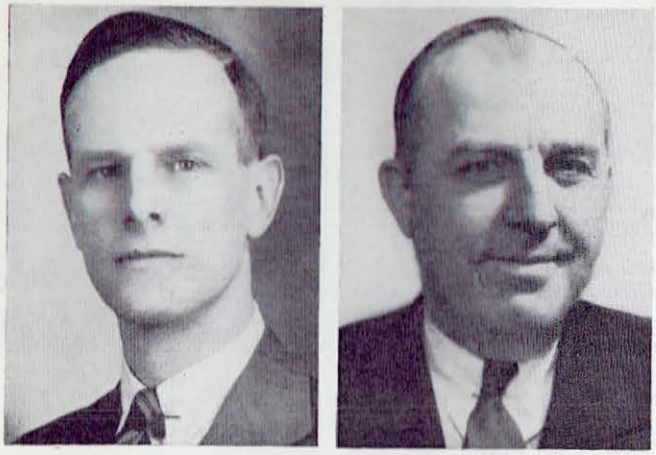
Johnston Makes Five-Point Challenge

Mr. Johnston praised the "genius, skill, devotion and leadership of our railroad superintendents" during the past 10-year period, which he described as the finest chapter in railroad history. He told the superintendents that their responsibilty extended outside the operating department to the fields of maintenance, traffic, stores, finance, and public and personnel relations. Because of this extended field of responsibility, the superintendent, he said, is entitled to a leading share of credit for the railroads' record. In urging the superintendents to apply their ingenuity in arresting cost rises, Mr. Johnston predicted that "from now on we are going to feel the pressure of inflated railway operating costs beyond anything we have felt up to now," and stressed that "above all else, rail transportation must continue to be *low-priced* transportation—and that means low-cost transportation, looking from our side of the counter." In the period immediately ahead, Mr. Johnston declared, "we must strive harder than ever to find new ways and better ways of doing everything we have to do." He urged that the superintendents recognize the value of suggestions from fellow workers.

Inasmuch as the superintendent performs the service, he is really working in the traffic department, Mr. Johnston continued, since service is the source of greatest influence upon customers. The I.C. president warned against a tendency among men in supervisory positions to feel that customers are "so many seats or berths or packages or tons, instead of individual human beings." He closed his address with a five-point challenge to the superintendents to pursue vigorously: (1) greater control of costs; (2) economic improvement in operations; (3) development of traffic; (4) better public relations; and (5) sounder personnel relations.

Mr. Brinkworth paid high tribute to the superintendents' association as an educational medium, recalling that, in his days of active connection with its activities, "I found out that other railroads know something about railroading too." Characterizing the superintendent as "coming close to occupying the top responsibility in the industry," the speaker went on to speak his mind on the most important tasks ahead. In talking of better division operation, Mr. Brinkworth said that no operation is any good unless schedules are maintained; that trainmasters should ride freight and passenger trains as often as possible —"they'll find something every time"; that part of the operating staff ought to be assigned to duties at night when, on many roads, traffic is heaviest; and that superintendents should not hesitate to "tie in" with car and locomotive forces in an attempt to overcome equipment failures.

Calling freight yards the industry's costliest facilities, the speaker wondered if there are not too many of them. He urged the superintendents to study their yards constantly and to give the yardmasters sufficient



S. M. Gossage (left), assistant manager, department of personnel, of the Canadian Pacific, Montreal, Que., newly elected president of the Superintendents' Association. C. P. Fisher (right), superintendent of the Pennsylvania, Chicago, retiring president of the American Association of Railroad Superintendents

authority to keep them efficient by additions and reductions of motive power promptly. Regarding damage to freight he declared: "Don't tell me that you have to switch cars roughly to get trains out on time, because it just isn't so."

Regarding labor matters, Mr. Brinkworth expressed the opinion that local brotherhood representatives can frequently be persuaded to accept sound views if superintendents will present their cases thoroughly. Most of the backlogged cases before the Adjustment Board "should have been settled at home on the division," he declared. Operating men must interest themselves in public relations, the speaker went on to say. "A railroad train is a home for its passengers for a while, and train crews must be made to understand that fact."

Employees Basis of Public Relations

Mr. Hobbs expressed the view that the term "public relations" is sometimes misunderstood by railroad men as something to be delegated to the publicity or public relations department. Instead, Mr. Hobbs said, public relations are directly related to public opinion, and public opinion, in turn, relates to the attitude of every employee on the payroll. The speaker insisted that the best developer of good public relations is the human contacts that railroad employees make day to day, both on and off the job, and stressed the desirability of participation in community social activities by all of them.

The first step in bringing about a change in opinion must start from top management and work down, he said. "We must sell public relations," Mr. Hobbs declared, "as constantly as we run our trains." Public relations is not a one-man job, but is everybody's job, and it cannot be successful with indifferent leadership.

Warren Kendall Honored

A motion was carried unanimously that Warren C. Kendall, on leave of absence as chairman of the Car Service Division, A.A.R., be granted a life membership in the American Association of Railroad Superintendents. Mr. Kendall has been a member since 1926.

Newly elected vice-presidents are Fred Diegtel, superintendent, Delaware, Lackawanna & Western, Scranton, Pa.; C. A. Came, superintendent, Boston & Maine, Dover N. H.; F. H. Garner, superintendent, New York Central, Chicago, Ill.; and C. I. Morton, assistant superintendent, Seaboard Air Line, Raleigh, N. C. F. T. Buechler, superintendent, Chicago, Milwaukee, St. Paul & Pacific, Green Bay, Wis., was re-elected to the office of treasurer. The following members were elected directors for a three-year term: R. O. Jensen, terminal superintendent, Minneapolis, St. Paul & Sault Ste. Marie, Schiller Park, Ill.; O. L. Gray, general manager, Atchison, Topeka & Santa Fe, Topeka, Kan., and H. E. Bixler, general superintendent of transportation, New York, New Haven & Hartford, New Haven, Conn.

Committee Reports

Modernization of Handling Methods at Freighthouses (Chairman, W. J. Silich, manager, station service, Delaware, Lackawanna & Western): This Committee, while recognizing the improved efficiency to be achieved through modern material-handling machinery, warned that equipment would not compensate for poor supervision, and recommended that: (1) each railroad set up an organization dealing specifically with the study of this subject so as to centralize control and reduce the waste in "trial and error" methods of modernization; (2) personnel involved be thoroughly briefed in the principles and procedures to be applied in a modernization program and trained in the use of the mechanized equipment, and (3) adequate facilities be provided for maintenance of mechanical equipment. The committee urged the most careful consideration of the conditions prevailing at individual stations before adoption of any specific type of freight-handling equipment. [Because of the widespread interest in the subject, this committee's report will be abstracted in greater detail in an early issue of *Railway Age*.]

Operating Advantages and Possible Modification of Rules in C. T. C. Territory (Chairman, C. I. Morton, assistant superintendent, Seaboard Air Line, Raleigh, N. C.): This committee, describing centralized traffic control as a direct means of conveying operating instructions to crews on the road without involving a third party, acclaimed it for the part it is playing in increased efficiency and reduced possibility of error. The committee considered that, as a rough generality, a single-track C.T.C. operation has about 75 per cent the efficiency of double track, and that unless the double track without C.T.C. is provided with an adequate number of sidings, the single track with C.T.C. actually is preferable. The report states that C.T.C. installation can usually be justified economically on a single-track line handling 20 or more trains per day, and that a modified C.T.C. installation can be justified where there are even fewer movements. The committee's findings are that, generally, at least one third of the sidings used for passing or meeting purposes can be eliminated by a C.T.C. installation.

The committee stated that the number of different systems used for the operation of trains on individual roads had caused confusion as to interpretation of the standard rules governing the operating department and recommended that the association get to-

gether with the signaling officers to regroup the present code of rules under proper headings. Rule modifications recommended for adoption in C.T.C. territory were as follows:

(1) Flagging rules. Since trains governed by signal indications are permitted to operate at maximum speeds in opposing movements without flag protection, trains moving in the same direction should be permitted to operate at the maximum speeds indicated by the signals without flag protection. It was felt that rear-end flagging had the effect of dividing responsibility and was an admission of the failure of the operating department to enforce signal rules.

(2) Whistle signals. There appears to be no need for the whistle signal (— 0 0) which calls attention to signals displayed for a following section.

(3) Movement within yard limits. The committee recommended modification of rules providing for movements of freight train at restricted speeds through yard limits, and further recommended that yard limit boards, except where required for defining working limits, be discontinued in C.T.C. territory.

Following presentation of the committee report, a resolution was passed that the association recommend to the Rules committee of the Association of American Railroads that C.T.C. rules be incorporated in the next revision of the "Standard Code."

Use of Western Union and Bell Telephone mobile radio units in the case of a complete breakdown of all sources of power, including commercial telephone, was described by one road, and it was suggested that some thought be given to the installation of this type of equipment in officers' cars for emergencies of this nature.

Safety in Train Operation (Chairman, O. H. Bryan, assistant to general manager, Western Pacific, San Francisco, Cal.): This committee felt that a discussion of shortcomings was more in order than the "acceptance of bouquets," pointing out that accidents in train operation due to human errors were on the increase. "During the year 1946," the committee reported, "and the first nine months of 1947, the Interstate Commerce Commission investigated and reported on 171 accidents to trains, of which 69 resulted from failure to observe just six well-known and easily understood operating rules. These 69 accidents resulted in the death of 190 employees and passengers and in the injury of 2,576." Of the accidents enumerated, the greatest number were due to failure to conform to signal indications.

The committee pointed out that any analysis of train accidents resulting from man-failure makes clear the fact that the railroads have made a splendid success of training men in the proper *understanding* of operating rules—even the more complex ones—but that they had not been so successful in developing a sense of responsibility that will secure conformity with those rules. "The fact should be indelibly impressed upon every railroad man," the committee urged, "that those who operate trains are custodians of other peoples' lives and property. Sensing the importance of their duties helps men repel distracting influences." In stressing the need for observance of rules and the discipline of violators, the committee declared that supervisory employees who aid or abet rule violations are as guilty as the violators. It was pointed out that public opinion is attributing train accidents to increased speed, but that reduction of time en route, consistent with safety, is one of the methods to be used in challenging competition. The recommendations of the committee were principally for additional and improved personnel training, in order to cut down the number of accidents attributable to man failures.

Training Programs for Supervision and Employees (Chairman, F. J. Fryer, superintendent, Canadian Pacific, Regina, Sask.): This committee was unanimous in its opinion that adequate training programs are needed for railway personnel in order to keep the quality of the personnel apace with the improvements and progress in the physical plant. While acknowledging that many roads had embarked upon training programs within recent years, it was considered debatable whether many of these were achieving the desired results. The committee was not prepared to recommend any specific form of training due to the difference in conditions and types of labor available on individual roads. It did feel, however, that unless a training program had the wholehearted backing of management, it was ineffective and a waste of time and money.

Fundamental requirements that the committee felt apply universally were: (1) proper training for incumbent supervisors, including supervisory officers; (2) selective employment, with pre-employment examinations and instructions, to the greatest extent possible, and (3) progressive examinations for employees, with the understanding on the part of a new employee that his continuance in employment is subject to his progress. Union leaders have a responsibility, the report states, with respect to the training of men for higher positions, and they should not permit seniority to take precedence over ability in promotions. Observance by officers, and in turn by supervisors, of the principles and practices advocated in training program was considered paramount in any successful program. The conference method of training for supervisors, wherein groups of 12 to 15 meet and discuss courses in job instruction, safety and public relations, under a conference leader, is very beneficial, the report stated, but cannot take the place of training and qualifying by specific examinations and on-the-job experience. When such conferences are employed, they should be followed up by refresher conferences.

"The securing of university graduates interested in becoming supervisory officers," the report said, "and paying them while learning, is one method that is being tried to get the right type of individual for official positions. These men are assigned to superintendents, division engineers, traffic departments and general offices in turn, such training covering a three-year period and a wide range of experience, after which they should be ready for use in junior supervisory positions." The committee warned, however, that no more men be given this type of training than can be absorbed by promotion without injustice to rank-and-file employees deserving of consideration. The committee report makes specific recommendations for training programs for the various classes of train and engine service and non-operating employees.

In discussion following the report, a member suggested that an inventory of the ranks be taken before selection of men for supervisory jobs since there should be an ample supply of good material thus available without procurement from other sources. A number of roads reported highly successful results with correspondence courses for nearly all classes of personnel wishing to prepare for advancement. One road pays half the cost of the courses if the employee successfully completes them.

Problems of Interline Distribution and Exchange of Freight Cars (Chairman, H. P. Hannan, superintendent, freight transportation, New York Central, Cleveland, Ohio): This committee acknowledged the need for so-called "box car orders" to meet the requirements of extraordinary peak and seasonal movements, but recommended that carriers be continually alert in observance of the car service rules to the fullest practical extent, since this action would lessen the need for arbitrary orders. Freighthouses and transfer stations, the committee asserted, afford the greatest opportunity for good performance in car service rule observance since they can fully control the loading of the cars. Car distributors and local agents should endeavor to obtain from shippers the destination and routing of anticipated shipments so that, to the extent possible,

suitable foreign cars can be furnished. Anticipating a heavy demand for gondola cars, the committee urged that there be no slackening of efforts to return these cars to the originating territories without delay. The committee concluded its report as follows:

"To the extent that freight cars are handled in accordance with car service rules, thereby insuring an automatic return to the origin road of the several classes of cars, the urgency for special orders, directives and forced deliveries will be minimized. Your committee urges the cooperation of all carriers in adherence to this principle to the fullest possible extent at all times. If, however, it becomes necessary, in order to meet emergencies, for the Car Service Division to issue distribution orders, we should recognize our obligations for compliance therewith, but we do have an opportunity to obviate the necessity of such orders through our own normal handling of equipment under the principles that have been set up in the existing formula of car service rules.

"As a means toward accomplishment of these objectives, your committee unanimously recommends the following procedure:

"(1) Each transportation officer and division or terminal superintendent should give particular attention to each of the items in daily operation to insure that all freight cars are handled efficiently, economically and in such manner as to obtain maximum utilization at all times.

"(2) An intensive educational program should be inaugurated by all the carriers at terminals and stations for the purpose of educating supervisory and local forces in provisions of the car service and per diem rules and all other phases related to efficient car handling and utilization. Consideration should also be given to the advisability of an education program along these lines being carried forward by the Car Service Division.

The committee stated that its recommendations were based largely upon the fact that today's personnel consists to a large extent of persons who have entered railroad service within the last five or six years and have not become thoroughly acquainted with the provisions of the car service and per diem rules and their advantages, since their application was largely foregone during and immediately after the war.

J. J. Hayden, district manager, A.A.R. Car Service Division, Chicago, recommended distribution of the division's car selection chart to new or junior employees. C. W. Taylor, manager, refrigerator car section, predicted that "refrigerator car headaches" should not be too bad in the months ahead if the present repair program could be continued at the rate hoped for.

Terminal Operations (Chairman, J. L. Barngrove, Jr., assistant to general manager, New York, New Haven & Hartford, New Haven, Conn.): This committee considered efficient supervision as the primary essential to good terminal operations. Because the selection of yardmasters is unduly restricted by labor agreements, the committee felt that the selection of new personnel for yard work had become increasingly important, and recommended that all prospective employees be interviewed personally by the superintendent or one of his assistants —the applicant's prior employment record receiving careful consideration.

Improvements to facilities which the committee considered important to efficient terminal operations were (1) adequate length of arrival and departure tracks; (2) proper location of caboose tracks; (3) an adequate number of crossovers; (4) good standards of yard track maintenance; and (5) proper location of the yard office.

The committee stated that yard tracks of insufficient length were nullifying the advantages of road improvements, such as grade reduction and the use of heavier power, and that, unless physical conditions made it impractical, the extension of tracks to the maximum length of the trains handled should be undertaken. "Often the rearrangement or construction of short pieces of track," the committee reported, "will provide for by-passes eliminating much interference." The committee said that high maintenance standards in busy terminals would prove economically sound. The location of yard offices has been effected by developments in intra-terminal communications to an extent that work formerly done at several locations might now be accomplished in one single terminal headquarters.

Improvements in physical plants, the committee stated, should be evaluated in recognition of the recent wage increases. Since percentage increases have been greatest for lower rated jobs, savings from modernization have become more attractive.

The committee reported the use of Diesels in yard service as particularly advantageous because of the reduction in time for servicing and greater availability. The increased use of the same Diesels in both road and yard service in order to get full 24 hr. utilization was reported. The committee described a device which measures the time in motion and which has proved helpful in checking the work done by switching crews. The device has proved useful on Diesel switchers where the movements cannot be readily followed by visual observation of exhaust smoke.

The committee pointed to numerous mechanical aids which have become available to expedite and simplify yard office work. Teletype, permitting consists to reach destination yards ahead of the trains, has enabled the advance planning of yard work. More recently the I.B.M.-Teletype system has combined the use of punched cards with teletype transmission, permitting the elimination of manual typing. The punched cards may be used in the preparation of various reports and for permanent records. Because such systems provide prompt information to the general offices, traffic department requests for record information may be largely forestalled. Teletype has also come into use locally within yards for transmission of switch lists and other messages, and has saved time and reduced the need for messengers.

The committee pointed out that additional information on existing reports may make them serve a number of purposes, thereby forestalling special reports; for example, the addition of shipper, consignee and routing to interchange reports may enable copies of this report to serve also as a passing report.

The committee found that, by photographing bills, the original billing can be released promptly and necessary reports prepared from the facsimile after the cars leave the yard. A relatively simple system found to be a time-saver is a visible index for diversion orders. By permitting the orders to be kept by car number, the clerk is able to check with greater speed and accuracy than with the conventional diversion book. The committee reported favorably on the use of pneumatic tubes for intra-terminal communications. Besides reducing delays and eliminating messengers, it was felt that they might, in some instances, permit centralization of yard-office functions.

The committee described the advantages of radio in improving supervision. The "walkie talkie' was described as "advantageous except for its weight and the short life of its batteries." The use of loud-speakers, which might be installed at a relatively small cost, was considered useful in the reduction of local telephoning and expediting communications. The use of the voice recorder in the preparation of train checks was described. The merit of this device was pointed out as being its practically instantaneous transmission of information from classification or departure yard to the yard office. Further, the recording disks provide a permanent record.

The use of retarders i place of riders at hump yards, the committee pointed out, is now more readily justified because of the higher wage level, and should not be ruled out of consideration until the economies available are equated to present-day conditions. The use of impact recorders was considered a valuable aid in the reduction of damage to freight.

Communications

The Oldster Problem

PHILADELPHIA, PA.

TO THE EDITOR:

From insurance companies and medical authorities we learn that the life expectancy span has greatly increased. That means we have more older people in our midst than ever before and, further, that the number is rapidly increasing.

Various pension systems, through which many older people draw annuities when they no longer work, were started when the purchasing power of the dollar was about twice what it is today. Wages of the working men have been materially increased, due principally to pressure from organized groups, bringing about a reduction in the purchasing power of the annuity of the pensioned man.

The approximate rate of increase in the number of pensioned employees is shown by statistics for one group. In November 1942 there were 158,505 railroad employees on the pension list; in November 1947 there were 297,-068, an increase of over 76 per cent. This includes widows, widowed mothers, children and parents.

Medical science is keeping us alive longer but nothing has been accomplished thus far to relieve the pensioner from financial death caused by the tremendous increase in the cost of living.

We are engaged in spending billions of dollars to relieve distress and suffering in foreign lands in the hope of preventing the spread of communism; why neglect our own people who need financial assistance?

To present pension systems should be added a sliding scale adjustment to take care of the extraordinary increase in the cost of living, these additional pension payments to be decreased if and when the cost of living takes a substantial drop.

CHARLES PALMER BRADY
Retired railroader

1948's Most Ridiculous Comment

TAFT, TEXAS

TO THE EDITOR:

Railway Age is to be congratulated for publishing the address by Attorney General Tom Clark, which he gave in New York last winter. Once again you are doing both the railroad industry and the general public a service by directing attention to a high official's awkward display of misleading and inaccurate information about the carriers. One cannot help but be reminded that *Railway Age* was among the first to cite the dangerous trend reflected in the words and actions of Henry Wallace, also once a high government official. It is significant to note that your magazine took the lead in pointing up the Wallace case—perhaps the day is not far off when the nation will also recognize the terriffic inability of another Cabinet member.

With your permission, I should like to nominate this statement of Mr. Clark's as 1948's most ridiculous comment on the railroad industry: "I venture to say that we could not have won the war so quickly had it not been for the railroads." When the attorney general fails to appreciate that this nation could not have defended itself, much less waged an offensive campaign, without the railroads, then surely he has self-eliminated himself from any intelligent discussion of modern railroad problems.

DAVID P. MORGAN

Repealing Railway Labor Act Seen as "Fascism"

ROANOKE, VA.

TO THE EDITOR:

Your appeal to the G.O.P. (*Railway Age*, May 22, page 29) to crush the railroad men is interesting., being a member of the party, am of the opinion they will not do so.

This article is very interesting, showing what the Fascist minded people hope to do, we will take some of the high lights and put them in a circular to our members in this district.

You fascist minded folks have crushed the former soldiers, reduced their standard of living to living in houses much worse than many of the rich men's dogs have.

You express your extreme pleasure as the packing house workers "have been put in their place" living on sub-standard wage.

You have among many other things so favored the monopolies so the white collar workers have been put on under standard rations,,,,,,, no eggs no butter no bacon and many other former considered needed rations you reserve for the Ginsburgs and the Goldborors.

We are not surprised to know that you are trying to put the railroad men in the same place, but even with your Mr. Goldsboro, Mr. Truman and Mr. Taft we still think we railroad men have a chance to continue a respectable citizen who can eat eggs, butter, bacon and the like, regardless of your Fascist crowd, and when you show that we can not, well, we will try something else.

Yours with a hope, and expectation of remaining a full fledged American citizen.

FRANK ELSWORTH PAGE

HOUSE GROUP HEARS FARICY

(*Continued from page* 35)

quiry might be: Was Mr. Faricy testifying in Washington yesterday on behalf of the railroads or the automobile industry?

"We could more easily believe that the railroads really want cars if in a single year since 1925 they had built as many cars as they have scrapped. In every year since 1925, according to the A.A.R.'s own records the rail passenger fleet has uniformly declined and now is only half, the freight fleet three-quarters, of what they were twenty years ago. This, in my opinion, if not Mr. Faricy's, is a time for testimony on behalf of the railroads, not on behalf of his combination in restraint of trade.

"Mr. Faricy also included C.&O. in the Pullman combine which tortures travelers in rolling tenements. He forgets to tell the committee that three years ago we offered to replace every rolling tenement in the fleet, 6,000 of them, with new, modern room cars and that it was no one but himself and his co-conspirators who deprived the public of new cars for the same cost.

"The informative quality of Mr. Faricy's testimony is measured by his inclusion of me in the small clique that controls all the 130 Class I railroads without ownership. Actually, as Mr. Faricy well knows, I am one of the largest stockholders of Alleghany Corporation, which is the largest stockholder of C.&O.

"Mr. Faricy and I were called before the committee

to testify on the readiness of the railroads to meet national defense. My testimony, which I would gladly repeat under oath, was to the point. Mr. Faricy's testimony was directed toward me at the neglect of the national defense—and I doubt very much if he is willing to repeat it under oath."

NEW BOOKS

OPERATIONS SANTA FE, by Merle Armitage, edited by Edwin Corle, drawings by P. G. Napolitano. 263 pages. 6 in. by 9¼ in. Bound in boards. Published by Duell, Sloan & Pearce, 270 Madison ave., New York 16. Price, $5.

Mr. Armitage has written a book which might be considered a manual of railroad operation. In a brief introductory chapter he outlines the history of the Atchison, Topeka & Santa Fe, and then proceeds to discuss each department and operation of the railroad. "Each chapter," he says, "is a profile of the company's policies, intentions and accomplishments." In addition to outlining the duties and operations of such basic elements as the operating, traffic, mechanical and engineering departments, Mr. Armitage describes the advertising department, the public relations department, and in one chapter entitled "Departments" covers briefly the functions of the purchasing, stores, express and mail, law and other segments of the railroad's organization. Other chapters cover laboratory testing operations, centralized traffic control, the Fred Harvey service, and the history of the Santa Fe's trademark. This is a beautifully printed and illustrated book. The illustrator made many sketches and took action photographs from which his completed drawings were made. Indian symbols, designs and wall paintings are all taken from authentic sources.

NEW HAVEN CHANGES

(*Continued from page* 40)

date of acquisition of the 4,500-hp. freight Diesels to March 31, 1948. Attention is directed to the data on locomotive-miles. This figure is in terms of *unit-miles*. The 4,500-hp. locomotives always have been operated as three-unit locomotives, but because the company's records are kept on a unit basis the mileage is included in the tables on that basis too. The excess mileage represented in the ratio of 3.22 locomotive-miles to one train-mile is light locomotive mileage. There is *no* helper mileage.

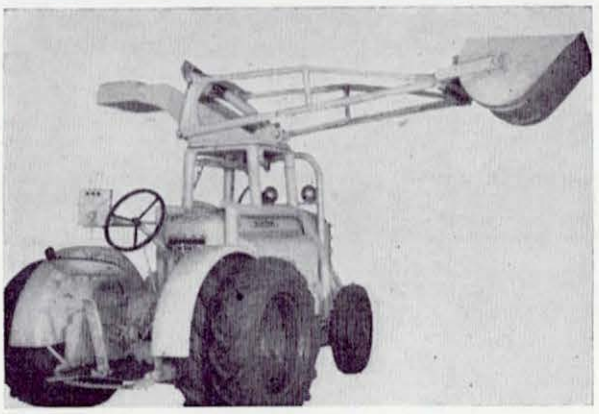
Maintenance of Diesel Power

The maintenance of these 4,500-hp. Diesel-electric freight locomotives, as with all other Diesel power on the New Haven, is carried out on a periodic basis controlled by mileage but coordinated with the periodic inspections required by the Interstate Commerce Commission.

Heavy running maintenance for these 45 units is carried out in a recently converted shop at New Haven, Conn. At the Maybrook end of the run facilities have been provided to take care of the necessary inspections and light repairs such as may be done during lay-over time incident to the scheduling of symbol trains.

When the time comes that heavy general repairs are required the work will be performed at the company's Van Nest shop, located in the city of New York, where for many years the major repair work on the road's electric locomotives has been performed. Because this shop is inherently adapted to a large part of the work on Diesels the necessary facilities have been installed at Van Nest to take care of the work incidental to the overhauling of Diesel power plants. Spare power plants are maintained and installed at that point.

The New Haven is now the seventh largest Diesel-owning railroad in the country. To 60 of the 2,000-hp. combination passenger and freight Diesels, 20 road switchers, 15 of the 4,500-hp. freight Diesels and 125 Diesel-electric switchers will soon be added 36 units now on order. The total installed horsepower at the time this article was written was 296,500.



A Le Roi 105 Tractair fitted with the swing-type loader

SWING LOADER FOR TRACTOR-COMPRESSOR

The LeRoi 105 Tractair, a wheel-type tractor with a 105-cu. ft. compressor, which is manufactured by the LeRoi Company, Milwaukee, Wis., can now be equipped with a hydraulically-operated, heavy-duty, industrial-type loader having a load capacity of 1,200 lb. and a swing-type boom which can be swung through a range of 180 deg. Designed especially for the Tractair, the initial installation of the loader attachment can be made in the field, it is said, in about four hours. Subsequent removals or reinstallations, however, are said to require approximately one hour. The attachment, it is claimed, in no way interferes with the operation of the Tractair.

When the loader is mounted in position and ready for operation, loading is accomplished with the bucket

in the forward position. Dumping of the load is possible in any position within the swinging range. Complete control of all operations of the loader is achieved through a selector valve control box located convenient to the tractor operator. The bucket automatically returns to the loading position after being tripped for load release.

The hydraulically operated lift-and-swing system is designed with an overload relief walve which eliminates the possibility of loading beyond the capacity of the loader. A booster ram applies forward pressure during the initial loading period when power is most needed. This ram acts also as a cushion when the bucket returns to the load position. The weight of the loader attachment is centrally distributed on the Tractair frame, a feature said to eliminate excessive loads on the front or rear wheels. To achieve maximum traction under all conditions, dual rear wheels and wheel weights are recommended. The loader frame is of extra-heavy welded steel tubing and has a rugged radiator guard.

"MUST WE SEE OUR RAILROADS DIE?"

Under this heading Richard Lloyd Jones recently wrote for the Tulsa (Okla.) Tribune some cogent observations on the consequences of full-crew and featherbedding practices which the train-service brotherhoods, with no little support from state and federal government agencies, have required the railroads to accept. Excerpts from his article follow:

Ever hear of the Midland Valley? It's a railroad that runs through Tulsa. Its rails were laid from Wichita, Kansas, to Muskogee. People have forgotten that it used to maintain a schedule of passenger trains. Twenty-five years ago you could board the Midland Valley here at Tulsa, enjoy a parlor car seat and a diner on your way to Muskogee. But the Midland Valley doesn't run passenger trains any more.

From Wichita to Muskogee the Midland crosses rich, productive country. Twenty-five years ago there was a sizeable Midland Valley station on East 3rd street. Waiting room, lunch counter and all the appurtenances. But there isn't any station there any more.

Along the right-of-way of the Midland Valley are now found the shadows of one-time villages and the relics of what were once community railroad stations. The wind whistles through the stationmasters' windows. Ghost stations. And the time will come when the rails will be worth more somewhere else than where they are. The steel of the bridges will be salvaged and the Midland Valley will be no more.

The automobile has come into competition with the railroads. Some men who go to Muskogee drive their own cars. But the private car takes but a small part of the travel between the two towns. The buses are full. The government has conked the railroads on the head and built the bus business. The government has given the bus business all the breaks while throwing every obstacle it could find in the path of the railroad.

What has happened to the Midland Valley has happened to other small railroad lines and to countless branch lines of major railroads. The people on the farms and in the small towns who built the railroads are now ignored by the railroads.

The government has forced the railroads to penalize and punish the people who made the railroads.

The railroad had to pay for its right-of-way. The bus and the truck pay nothing for their right-of-way. The taxpayers do that. The railroad has to build its own roadbed and bridges. The people build the roads and bridges for the buses. The railroads have to equip their lines with semaphores and safety signals. The "Stop" and "Go" signs for the buses are maintained by the people.

Yet the half-parlor half-diner car that twenty-five years ago operated on the Midland Valley gave a more comfortable ride than any bus that goes out of any bus terminal today. . . .

Just one man can operate a bus. He is the engineer. He is the fireman. He is the brakeman. He is the mail carrier. He is the express messenger. He is the conductor and the baggage man. He is the whole train crew. One man. And those fellows do a grand job of it. They are efficient, accommodating and courteous. And they are excellent drivers. They would do even better running a bus on the rails.

The trip from Tulsa to Wichita, or to Muskogee, could be made infinitely more comfortable on the smooth rails than on the highway. The drivers would not have to dodge cars. They could make better time with greater assurance of safety. One man could run a bus on rails better than he can on a concrete highway.

By single-unit operation a bus coach could operate a half dozen times a day from Tulsa to Muskogee, and from Tulsa to Wichita. Buses on rails would be filled. The one-man unit operation would make money for the Midland Valley. Travel would become a luxury no bus line could match. . . .

A dozen unit cars operating independently on the Midland Valley, run by one man as is the bus, would give employment to twelve trainmen. There would be more trainmen employed than there are now and they would earn their pay. The people would have a better transportation service. But the railroads are not allowed to render a service.

Count the trucks that operate on the highways between Tulsa and Muskogee. It is a sample run that has its parallel on any stretch of highway in the country. The trucks do not hold up the passenger bus to load and unload. The railroads could just as well run trucks that would handle nothing but the package-and-crate business and to save the slow-down of passenger trains. But . . . the unit truck on the railroad is not allowed. The menace on the highway today is the truck. Long, awkward and roadblinding. It would be infinitely better for the people who drive their own cars on the highways and for the people who ride the rails if our government would encourage railroads to put unit trucks on the rails and stop the (passenger-train) delays at stations for truck traffic. In all this the railroad managers have been pretty stupid in not demanding this right to be efficient. . . .

At least one town in every county should be a flag-stop. . . . The buses will accommodatingly stop when you flag them. The train could be flagged by advance notice through the station agent in any four thousand population town. The railroad would pick up business and lose no time worth saving. And after all, what's this wild hurry? If the train luxury is so luxurious, why not enjoy it?

There is nothing to prevent the operation of one-man one-car units to accommodate the local traffic except cumbersome stupidity. Nothing to prevent trucks on rails to handle the package traffic.

What have our pretentious economists been doing that they have failed to reveal this substantial progressive and constructive transportation need? They have played horses with an elemental economic problem while the Midland Valleys of the country lie idle and fall into decay.

GENERAL NEWS

Bulwinkle Bill Passed Over President's Veto

Congress enacts anti-trust relief measure despite Truman objection

Congress this week overrode President Truman's veto of the Bulwinkle-Reed Bill, thus enacting into law that measure which grants carriers immunity from the anti-trust laws in connection with joint agreements if such agreements are approved by the Interstate Commerce Commission and relate to "rates fares, classifications, divisions, or charges (including charges between carriers and compensation paid or received for the use of facilities and equipment), or rules and regulations pertaining thereto, or procedures for the joint consideration, initiation or establishment thereof." The final enactment came after several years of effort to put through the legislation which won overwhelming support from shippers and regulatory agencies, but was opposed by the Department of Justice.

The overriding vote in the Senate, which acted on June 16, was 63 to 25, the favorable votes being four more than the required two-thirds. The House acted the following day, its 297-to-102 vote being 31 more than the required two-thirds. Provisions of the new act were outlined in detail in *Railway Age* of May 29, page 42.

The President's veto message went to the Senate on June 12, and it drew prompt comment from President William T. Faricy of the Association of American Railroads, who said it was "regrettable" that Mr. Truman had put himself "in opposition to the virtually unanimous views of shippers, of farm organizations, and of public bodies which regulate transportation." Mr. Faricy said at that time that the railroad industry was "hopeful" that the "bill still will be enacted into law at this session of Congress."

The response of shipper representatives was the holding of a June 15 meeting in Washington under the auspices of the National Industrial Traffic League. Out of that meeting came a statement replying to the veto message and urging Congress to override, because the President acted "under an apparent misconception of [the bill's] meaning and effect."

In the veto message, President Truman said that the legislation embodied in the bill "would represent a departure from the present transportation policy of regulated competition"; and that it would be "inappropriate" to provide the proposed immunity at this time when there are pending in the courts railroad anti-trust cases "challenging some of the very activities which would be covered by the bill." Meanwhile, the President had asserted that his disapproval of the bill "does not signify opposition to carrier associations as such, or to their present functions," many of which "are useful and desirable."

Nevertheless, the President insisted that the proposed legislation "is not necessary for the continuation of such activities." He went on to say that "no legislation giving a major industry immunity from the anti-trust laws should be enacted unless adequate alternative safeguards are provided for the public interest."

"Even the limited safeguard incorporated in the bill as originally passed by the Senate are omitted from the bill in its present form," the message continued in part. "It would require the Interstate Commerce Commission to approve any agreement which it finds to be 'in furtherance of the national transportation policy.' This is a vague and general standard and is manifestly neither adequate nor appropriate as a criterion for waiving the protection afforded the public by the anti-trust laws.

"Furthermore, the commission would be placed in the position of applying this general criterion to the basic procedural agreement without being able to foresee fully the nature and effect of the joint actions which would be taken thereunder. Nevertheless, the exemption from anti-trust laws would extend to these subsequent actions without necessity of further commission approval. It would extend, moreover, even beyond the parties to the basic agreements to any 'other persons' who participated in such actions.

"Even though transportation rates are subject to regulation by the Interstate Commerce Commission, the public interest nevertheless demands that the general national policy of maintaining competition continue to be applied to this industry. Our present transportation policy contemplates a pattern of partial regulation, within the framework of which the pressures of competition will remain substantially effective. Regulation cannot entirely replace these competitive pressures. It can guard against some of the potential abuses of monopoly power, but it cannot be an effective substitute for the affirmative stimulus toward improved service and lower rates which competition provides."

Following through from its expression of regret that the President had put himself in opposition to shippers and regulatory bodies, A.A.R. President Faricy's statement went on to assert that the bill "contains the best possible safeguard to protect the public interest—the requirement that all rate activities, including the rate bureau machinery, be subject to the complete and continuing jurisdiction of the Interstate Commerce Commission." Mr. Faricy also pointed out that the bill passed the Senate by a vote of "more than two to one" and the House by "more than five to one."

"The bill," he continued, "has been persistently misunderstood, but it is significant of its merits that those who are closest to transportation . . . are almost wholly in agreement that such a bill is not only desirable but necessary. That's why the Interstate Commerce Commission, 47 of the 48 state regulatory commissions, the major farm organizations, both national and regional, the principal business and shippers' organizations in every section of the country, and carriers by highway, by water and by rail, all joined in supporting the bill."

The statement issued by the shipper representatives after their June 15 meeting in Washington emphasized their view that the carrier rate-making procedures involved "are absolutely necessary." And this was said to apply especially to small shippers, since large shippers "might be able, after a fashion, to cope with the situation that would result from the elimination of the present method of rate making."

"The bill does not do the things

INSURES ORDERLY TRANSPORT REGULATION, FARICY SAYS

Commenting on the enactment by Congress of the Bulwinkle-Reed Law over President Truman's veto, President William T. Faricy of the Association of American Railroads made the following statement:

"Final passage of the Reed-Bulwinkle Bill insures that orderly public regulation of transportation rates by the Interstate Commerce Commission will not only be continued but also strengthened. This is the result which has been sought by shippers of every commodity, small as well as large, and from all sections of the country, as well as by carriers of every type."

alleged in the veto message of the President," the statement also said. "It does not enable private groups to control rates. It does not remove the rate-making process from the full and final control of the commission. It does not substitute private rate making for government supervision and regulation of transportation rates under the Interstate Commerce Act. It does not, as implied in the President's veto, remove the carriers from the general provisions of the anti-trust laws. It does not render moot or defeat the pending anti-trust suit of the state of Georgia or the one at Lincoln, Neb.

"It does not remove or weaken the safeguards thrown around commerce by present laws. On the contrary it continues all the safeguards we now have and throws new safeguards around such regulation and procedures by giving the Interstate Commerce Commission, for the first time, jurisdiction over and power to control rate committee practices. The bill resolves the conflict alleged to exist between the anti-trust laws and the Interstate Commerce Act."

On invitation of the shipper representatives, their meeting was attended by the bill's congressional sponsors—Senator Reed, Republican of Kansas, and Representative Bulwinkle, Democrat of North Carolina. Organizations represented, in addition to the N.I.T. League, included the National Association of Shipper Advisory Boards; Conference of American Small Business Organizations; Chamber of Commerce of the United States; National Council of Farm Cooperatives; Mississippi Valley Association; and various regional shipper advisory boards, and regional and industry traffic associations.

Strike Injunction Set for Hearing June 22

Holdout ops, management give views to Senate labor group

Justice T. Alan Goldsborough of the United States District Court for the District of Columbia has set June 22 as the date for hearing on the federal government's petition for a permanent injunction to restrain in three hold-out operating unions and their leaders from staging a railroad strike. Meanwhile, the union leaders this week got the opportunity they have been seeking to tell their story on Capitol Hill, where a subcommittee of the Senate committee on labor and public welfare held a hearing on the case, receiving also a management presentation. The subcommittee was headed by Senator Ball, Republican of Minnesota.

The June 22 hearing date was set by Justice Goldsborough on June 11, the day after he had granted the government's petition for a temporary injunction, as reported in *Railway Age* of June 12, page 64. The temporary injunction replaced the temporary restraining order which expired on June 11, after having been in effect since May 10, when it was issued to stay the strike set for the following morning. The unions involved are the Brotherhood of Locomotive Engineers, headed by Alvanley Johnston; the Brotherhood of Locomotive Firemen & Enginemen, of which D. B. Robertson is president; and the Switchmen's Union of North America, headed by A. J. Glover.

Object to Wage "Formula"

Appearing before the Senate subcommittee were, in addition to Messrs. Johnston, Robertson and Glover, C. D. O'Brien, counsel for the three unions, and D.P. Loomis, chairman of the western carrier conference committee, who summarized the views of railroad management. Mr. Loomis, together with H. A. Enochs and C. D. Mackay, respective chairmen of the eastern and southeastern carrier conference committees, have been representing railroad management in the negotiations which have been conducted in Washington, D. C.

As the first witness for the unions, Mr. O'Brien reviewed the events leading up to the seizure by the government of the railroads on May 10 and the subsequent court action. "It suffices to say," he commented, "that questions of the right of the United States to assume control of the railroads and effectively to enjoin a lawful withdrawal from the service of the railroads will not finally be settled for many months. Meantime, the employees are apparently without effectual remedy to correct bitter wage and working rules inequities, under which they now and for many months have labored."

According to Mr. O'Brien, the emergency board, headed by Dr. W. L. Leiserson, "parroted" the 15½ cents per hour arbitration award made to the non-operating employees in September, 1947, while disregarding the "economic facts of life" which prevailed this past spring. He also stressed the fact that a new pay-rise demand of 25 per cent was approved June 14 by the executive committees of the Brotherhood of Railroad Trainmen and the Order of Railway Conductors, both of which were beneficiaries of a 15½ cents-per-hour wage increase and several rules changes last November. The three hold-out op unions have been seeking a 30 per cent increase in wages and 25 changes in working rules.

Complied with Railway Labor Act

"The intervention of the President, the technical control of the railroads by the government and the restraining order have effectually blocked the desires of the employees to withdraw from the service so as effectively to enforce and implement their demands," Mr. O'Brien said. "Every step required by the Railway Labor Act was scrupulously taken. Every possible 'cooling-off' device has had full employment. Indeed every procedure contemplated by the framers of the Railway Labor Act was effectively applied except the one primary procedure of give and take, across the table, down-to-earth genuine collective bargaining."

Mr. O'Brien charged that collective bargaining has not yet been tried with respect to the rules proposals of the transportation brotherhoods advanced in July, 1945, and served again last June. "The Railway Labor Act has been more and more an instrument of delay, of time lag," he added. "Since this controversy was formally initiated on June 20, 1947, almost exactly one full year has passed. The suggestion has been voiced that the brotherhoods should pick up shattered pieces of their program as were so handsomely tendered by the Leiserson board report and the acceptance of that report by the carriers, then start over. . . . If that solution is now accepted after 12 months have elapsed, where will we be 14 months from now? We will be again picking up the crumbs and postponing basic working rules revisions and an adequate and undelayed basic wage rate increase."

According to Mr. Robertson, all of the procedures available to the three operating unions under the act have been exhausted. "It might well be said . . . that the attitude taken by the government was doubtless responsible for that of the carriers, in the light of which anyone familiar with negotiations in labor-management disputes could reach no other conclusion than that the negotiations were foredoomed to failure," he said. "Under government 'control', with the employees restrained, the carriers had nothing to lose by remaining completely adamant."

Brothers "Humiliated"

Asserting that the Brotherhoods have bowed, with "some degree" of humiliation, to the injunctive processes of the court, Mr. Robertson charged that the railroads made no effort whatever to follow the course that has always prevailed in similar labor disputes investigated and reported on by emergency boards. "In this dispute," he added, "they arbitrarily took the position that they would not negotiate outside the framework of the emergency board report. Evidently the railroads received some encouragement in their position as it was made very clear to us during our meetings with Dr. Steelman (assistant to President Truman) that his mediatory efforts had been circumscribed by the President of the United States to the extent that any agreement reached must be within the confines of the emergency board report."

Mr. Robertson told the subcommittee that the emergency board award of

15½ cents per hour, if accepted, would leave the employees involved 16 cents per hour below what they are "entitled" to receive on the cost of living basis alone. With respect to the demands approved this week by the B. of R.T. and O.R.C., he commented that the employees represented by those two organizations have thus repudiated the settlement made last November by compelling their leaders to seek further increases. He also pointed out that 17 crafts represented in the non-operating group who were awarded an increase of 15½ cents per hour last year have already served notice on the carriers requesting further increases in pay and some adjustment in their work week.

In response to questions from members of the subcommittee, Mr. Robertson contended that neither Secretary of the Army Royall nor the three unions have taken any steps since May 11 to contact one another with respect to a possible settlement. Mr. Robertson said that Secretary Royall had informed the unions that he did not interpret President Truman's seizure order of May 10 so as to direct or authorize him to confer with the unions with respect to a settlement, although, Mr. Robertson added, Secretary Royall "modified" his position in an affidavit which the government presented in evidence at the court hearing before Justice Goldsborough on June 10.

In advocating acceptance by the railroads of the proposed rules changes, Mr. Robertson related numerous "hazardous" conditions under which, he said, railroad employees represented by the B. of L.F. & E. must work. Because of increased traffic, he said, accidents have resulted in the average of 100 deaths per month to such employees. "We know," he said. "We have to go to the funerals."

All Truman's Fault

Mr. Glover held that a settlement could have been made in the mediatory conferences with Dr. Steelman, had it not been for the attitude of President Truman. "Instead of recognizing emergency board reports in their true light, the President chose to construe this one as compulsory arbitration," he said. "Consequently, he chose to seize the roads and enjoin a strike. Since this act, the government has made no effort to settle this dispute with the men whom they say are working for the government. Instead we are asked to meet again with the representatives of the carriers. . . . The seizure of the roads may have been necessary to protect the majority, but, when this was done, the majority owed the minority an obligation, through its government, to see that this very important minority was afforded a fair deal."

Mr. Glover said he did not think it proper that Dr. Leiserson sit on two boards involving similar issues. "We do not know if this was part of a design by the President to keep a commitment, but we think it highly irregular," he added. "Dr. Leiserson must have thought it so, as he told several of our representatives that he didn't know whether he would be acceptable to the parties, and had talked to Dr. Steelman in this connection. Dr. Leiserson said he was told by Dr. Steelman that he had contacted the parties and that Dr. Leiserson was acceptable to the parties. I wish to state that none of the three labor organizations were ever contacted by Dr. Steelman in regard to his acceptability."

Admits "Raiding"

Mr. Glover earlier conceded the truth of published reports to the effect that the B. of R.T. was "raiding" the membership of the Switchmen's Union, describing that situation as a "bitter warfare." He made no direct reference to other reports that the alleged raids were responsible for the present hold-out stand of the three unions and that A. F. Whitney, president of the B. of R.T., agreed to call off his "feud" with President Truman and support him for reelection if the President promised that he "wouldn't let Whitney's rivals get a better settlement." Mr. Glover did say, however, that "regardless of union politics, we think these cases should be settled on their merits and Presidential politics should not, in any way, influence the final settlement."

Mr. Johnston's role in the unions' presentation was to compare the findings and recommendations of the Leiserson Board to those set out by the so-called Erickson emergency board in 1946. As he has done on numerous previous occasions, he again stressed that the most important rules changes sought by the unions were those (1) demanding pay for initial terminal delays, after the first hour, in freight service—such pay to be in addition to the mileage pay for the runs involved; (2) providing for engineer pilots on trains detoured over foreign roads; (3) providing increased compensation for night work; and (4) providing "adequate" sleeping and eating conditions.

Railroads "Wouldn't Budge"

According to Mr. Johnston, three hold-out op unions were "washed out" by President Truman as the result of the latter's seizure order and the subsequent court proceedings. At the same time, however, he hailed Dr. Steelman's efforts to bring about a settlement. "He finally told us he couldn't get the railroads to budge an inch," Mr. Johnston said. "He tried to promote a settlement . . . and it looked good for a while."

Mr. Loomis, who personally advocated an "element" of compulsory arbitration if all other means of procedure under the Railway Labor Act prove futile, lost little time in assailing the views of the union spokesmen. "The railroads," he said, "cannot concede that recommendations of a Presidential fact-finding board, arrived at after full hearings, shall be no more than the beginning place for so-called collective bargaining, with the unions backing up demands for additional concessions with threats to tie up the nation's transportation. They have done this so often since 1941, backed by the Roosevelt administration, that they have come to regard this tail-end 'shakedown' as an unwritten part of the Railway Labor Act."

Mr. Loomis said that, while the railroads do not contend that recommendations of Presidential fact-finding boards are compulsory, the law clearly intended that, within the 30-day cooling off period following the report of such a board, public opinion would assert itself, "as it has in the present instance," and "be accorded due respect by all parties to the dispute." "The record of the railroads since the enactment of the Railway Labor Act shows that the railroads have acknowledged a moral obligation to accept such recommendations whether they agreed with them or not. They have recognized that the public probably would not support them through a strike in defiance of what a Presidential board has determined to be a fair and reasonable basis for settling a dispute."

Mr. Loomis denied a statement by Mr. O'Brien that the railroads did not accept the emergency board report in the 1946 dispute. Instead, he said, it was rejected by Messrs. Whitney and Johnston. He added that the railroads "did not and do not love" the emergency board report which has resulted in the present crisis, adding that the findings of the board are beyond what was justifiably required. He said, however, that it was accepted by the railroads in order to "retain the spirit" and "moral obligation" of the law. Any lack of collective bargaining, he asserted, was on the part of labor and not on the part of management, as the union chiefs had contended.

Quotes I.C.C. Casualty Data

With respect to the alleged hazards of present-day railroad operation, as described by the union heads, Mr. Loomis, referring to reports issued by the Interstate Commerce Commission, told the subcommittee that deaths incurred in railroad service have been decreasing since the cessation of World War. II. Commission reports, he said, showed that approximately 350 men represented by the three hold-out unions met accidental death in 1946, which total, he asserted, was a "far cry" from the figures presented by the union leaders.

Mr. Loomis reminded the Senate group that the holdout unions represent less than 10 per cent of all railroad employees and that management has, in the past year, reached agreements with the remaining labor organi-

zations. The demands of the hold-out unions, he continued, would seem to suggest that "they want not only increased wages, but more for everything they do other than actually running the trains."

Subjected to extensive questioning by Chairman Ball and Senators Donnell and Morse, Republicans of Missouri and Oregon, respectively, Mr. Loomis said the railroads had not received directions from either the White House or Secretary Royall with respect to the limits under which negotiations with the unions could be conducted. Declaring that the carriers "don't favor government control, either," he said he hoped for a meeting between brotherhoods and management, in order to settle the dispute.

Mr. Loomis contended that, under the R.L.A., it was believed "unthinkable" to reject the recommendations of an emergency board. He said he also disagreed with the union view that, so long as injuctions can be issued, reports of emergency boards automatically become compulsory arbitration. "It doesn't go quite that far," he said, "but the country can't stand a strike."

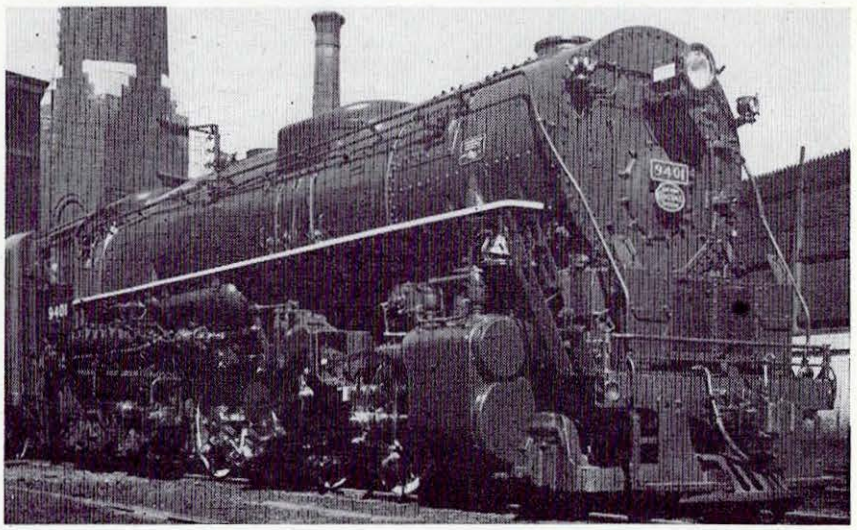
Senator Morse said he did not believe that the issuance of injunctions is "fair" to both sides or a "healthy" procedure to follow in order to bring about a settlement in the current dispute. "This situation can't go on," he declared, "because once the injunction is lifted, the unions will be ready to strike." In this connection, however, Senator Ball remarked that it was the subcommittee's intention to study procedures under the law, rather than attempt to mediate the dispute. He added, however, that it was virtually impossible, in following such a course, to exclude the merits of the case.

Senator Ball also expressed the opinion that he thought the three hold-out unions were "left out on the limb" and their position made "much tougher" as the result of the settlement which the B. of R.T. and O.R.C. made last November. It appeared, he said, that those two unions were "more interested" in acquiring an increase in wages rather than rules changes He also informed both the labor and management spokesmen present at the hearing that the subcommittee does not intend to make any recommendations. "We're not an emergency board," he added.

Meanwhile, Justice Goldsborough's decision to grant the federal government's petition for a temporary injunction, pending final hearing on the merits of the case, was made June 10, following a hearing the same day. The unions' case was argued by Carl McFarland, while H. G. Morison, an assistant attorney general, represented the government.

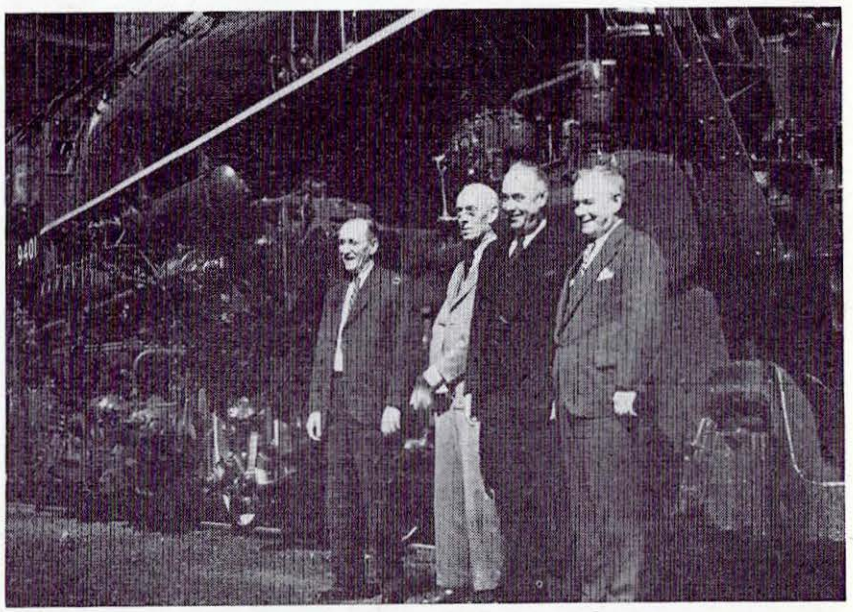
Mr. McFarland's argument to dismiss the government petition was based principally upon the same contentions contained in a motion to dismiss the government's complaint which had been filed earlier with the court, as reported in *Railway Age* of June 5, page 71, and in which they contended that (1) the suit was brought in the wrong district, because the defendants are not residents of the District of Columbia; (2) the court lacked jurisdiction over the subject-matter of the suit because

Alco Production Now 100 Per Cent Diesel-Electric



Steam locomotive production came to a halt at the Schenectady, N. Y., plant of the American Locomotive Company on June 16, after the completion of a 2-8-4 type for the Pittsburgh & Lake Erie (above), it was announced this week. Alco's Schenectady facilities henceforth will be devoted completely to the manufacture of Diesel-electric locomotives. During the past 100 years, the announcement said, the company has produced approximately 75,000 steam locomotives.

"American Locomotive is not intentionally going out of the steam locomotive business," P. T. Egbert, vice-president in charge of the locomotive division, said. "It is simply a matter of demand. All orders and inquiries for new motive power from domestic railroads are for Diesel-electrics. We have been preparing for this day for a number of years and have invested more than $20,000,000 to convert our facilities. . . . It is estimated that our Diesel-electric production this year will be 150 per cent of that for 1947." Mr. Egbert added that considerable steam locomotive space will be "moth-balled" to meet any future demand, domestic or foreign, for steam locomotives



Alco executives standing before the P. & L.E.'s 2-8-4. Left to right are: J. H. Link of the Diesel locomotive division; Sherman Miller, vice-president; P. T. Egbert, vice-president in charge of the locomotive division; and J. J. Smith, Alco manager in Schenectady

of the anti-injuction provisions of the Norris-LaGuardia Act; (3) there was no basis for equitable relief because the R.L.A. governed the case exclusively and precluded the issuance of an injunction; (4) the complaint failed to state a claim against the defendants on which relief could be granted; and (5) even if the employees involved are to be deemed government employees, there is no jurisdiction or cause of action for injunction because Congress has withheld such both by the R.L.A. and the Talf-Hartley Act.

Mr. Morison, on the other hand, argued in part that the three unions "presumably would attempt to strike" as soon as the court lifted its injunction. He disputed Mr. McFarland's claim that the case was "purely a private dispute" because the government has not assumed the duties of an "employer." He also stressed that the government's procedure in the case was pursuant to a 1916 statute permitting seizure of the carriers, rather than under the procedures of either the R.L.A. or the Taft-Hartley Act. He said that while both Secretary Royall and President Truman had authority to negotiate with the unions, it was "a matter of policy" which the government followed in seeking to promote an agreement between the railroads and the unions rather than one between the government and the three hold-out organizations.

Justice Goldsborough, who was a member of Congress when the R.L.A. was passed, commented frequently during the hearings on the intent of Congress in approving that act. "My impression," he said, "was that when the Railway Labor Act was passed labor took the position that, if it was given this very liberal opportunity to settle its differences, and during all that period was relieved from employer dictation, it would guarantee that no strike would take place because it would settle its differences. That was the impression in Congress when the act was passed. I was there."

Labor Act Amendments Suggested by Fort

A.A.R. officer calls for stoppage of "indefensible railroad strikes"

Amendments to the Railway Labor Act, designed to prevent the stoppage of essential transportation and at the same time safeguard the "just interests" of railroad employees, were proposed June 12 by J. Carter Fort, vice-president and general counsel of the Association of American Railroads, in hearings before the congressional joint committee on labor-management relations.

The committee, of which Senator Ball, Republican of Minnesota, is chairman, has been holding hearings since late May in order to receive from both management and labor proposed amendments to the Labor-Management Relations Act (Taft-Hartley Act) of 1947, from which employers, employees and labor relations matters subject to the R.L.A. are generally excluded. It especially invited testimony to show how the law's provisions regarding industry-wide bargaining and stoppages should be strengthened to meet strike threats in the railroad, steel and coal industries. The views of railroad unions, which urged retention of the Railway Labor Act as a means of conducting collective bargaining within the railroad industry, were outlined in *Railway Age* of June 12, page 63.

To Implement Board Awards

Mr. Fort proposed that the R.L.A. be amended so as provide that, in the time of war or in time of national emergency declared by Congress or proclaimed by the President as a result of stoppage or threatened stoppage of essential transportation, railroad strikes or lock-outs be prohibited, with injunctive relief available, when such strikes or lock-outs are for the purpose of enforcing demands which have been submitted to a Presidential emergency board and which have not been approved or recommended by such board, or are for the purpose of resisting demands which have been approved or recommended by the board.

Another approach, Mr. Fort said, would be to amend the R.L.A. to make decisions of Presidential emergency boards binding upon both the railroads and their employees and to prohibit any strike or lock-out with respect to such decisions. In this connection, he reminded the committee that an emergency board is called upon to make decisions only when there is a threat of substantial interruption of essential transportation service.

"Either of these approaches would leave unchanged the present provisions of the law with respect to conference and negotiation and would continue to encourage the parties to settle their dispute at any time by agreement," the A.A.R. officer said. "The present provisions with respect to mediation under the auspices of the National Mediation Board would be left unchanged and there would be no interference with the present provisions having to do with voluntary arbitration. There would be merely this difference between the two approaches: Under the first approach, the report of the emergency board would not be binding upon the parties and final disposition of the dispute would be left to agreement between them; whereas under the second approach there would be a decision by the emergency board which would be binding upon both the railroads and their employees, thus deciding the dispute, but only pending agreement by the parties or further proceedings under the Railway Labor Act."

The proposed legislation would be designed merely to protect the public from the "ruinous consequences" of the failure to agree on the part of management and men, Mr. Fort said, adding that such legislation would not deprive labor of any "just" rights. "They would not be required to submit to wages and working conditions dictated by management," he told the committee. "They would be guaranteed against an imposition upon them of any wages or working conditions, even for a temporary emergency period, which had not been found to be just and fair by a presidentially appointed board. In short, the proposed legislation does not have for its purpose the settling of private labor disputes but only the protection of the public interest during a temporary period when management and labor are unable to agree and when their failure to agree threatens the national welfare."

According to Mr. Fort, existing provisions of the Taft-Hartley Act would not be sufficient to meet the requirements of the railroad situation. "The threat of a railroad strike, in so far as the public welfare is concerned, is to be distinguished from a threat in other industry, and for that reason justifies and demands special treatment," he continued.

The A.A.R. officer further contended that the R.L.A. has proved inadequate in accomplishing its purposes of bringing about the settlement of labor disputes and preventing strikes and the threat of strikes. "This is manifest from the threat of a strike which exists today and . . . it is manifest also from the fact that the threat with which we are now confronted does not stand alone," he said, referring to the crises which arose in 1943 and 1946. "In each of the crises . . . the protection of the public and of the national welfare was achieved by resort to the expedient of government seizure and operation of the railroads. Such an expedient is justified only by necessity. Moreover, it is an expedient which is available only when a state of war exists. . . . If a state of war had not existed in 1943, in 1946, and was not in existence now, governmental control would not have been available to protect the national interests against the threat of the strikes." Mr. Fort asserted that protection from such strikes must be provided in peacetime as well as in war, adding that, even in war, protection against stoppage of transportation "obviously should not depend upon the expedient of government possession and control of the railroads."

Mr. Fort told the committee that the R.L.A. needs a "thorough overhauling," and in many respects needs perfecting, enlarging and changing. "This is a subject which has received careful consideration over a considerable period by railroad officers and we are prepared to submit to Congress at the proper time our views concerning comprehensive amendments," he said.

In that part of his presentation, which reviewed the current wage and rules dispute between the railroads and the three holdout operating unions, Mr. Fort called the union leaders' action in posing a strike threat "indefensible." Senator Ball characterized that as a "strong statement," adding that he was not yet ready to place the entire blame on the union leaders. The senator went on to point out that they had conformed to all procedures of the act and had cancelled their scheduled May 11 strike in obedience to the court's restraining order.

A.A.R. Safety Section Meets in San Francisco

The number of railroad passengers killed in train accidents last year was 37 per cent less than in 1946, L. O. Hoffmann, superintendent of rules and safety of the St. Louis Southwestern, said in San Francisco, Cal., on June 8 in an address before the 28th annual meeting of the Safety Section of the Association of American Railroads. Mr. Hoffmann, who is chairman of the Safety Section, added that the number of passengers injured in train accidents showed a decrease of 10 per cent. He described as "disappointing" the fact that the number of railroad employees killed on duty during 1947 increased 5.51 per cent over the preceding year, although the employees-injured figure decreased by 6.77 per cent.

"We must consider that the statistics for 1947 constitute a challenge to our ingenuity and resourcefulness," Mr. Hoffmann said, "so we must be optimistic and proceed to devise ways and means to improve materially the casualty ratios established in 1947 and even during several preceding years . . . In recent years, especially, it has definitely been determined that personal contact between officers and supervisors with the employees under their jurisdiction is of primary importance. It is needless to relate in detail, the many advantages that will result from such close personal contacts . . . but one noteworthy result will be teaching employees casually and effectively to think for themselves. By calling attention to accidents and injuries occurring to others elsewhere, those contacted will (*Continued on page* 74)

More Shippers Ask End of O.D.T.

Termination of the Office of Defense Transportation and the elimination of wartime controls over transportation were advocated by the Central Western Shippers Advisory Board at its 26th annual and 57th regular meeting, held on June 3 and 4, in Denver, Colo.

In a series of resolutions adopted unanimously, the board also (1) opposed any move on the part of any organization designed to bring about government ownership of the railroads; (2) reaffirmed opposition to the Capehart-Stefan bill (S.1812) which would create a national Department of Transportation; (3) favored passage of Senate bill S.2463 providing for the repeal of the federal tax on transportation; (4) called for cancellation of Interstate Commerce Commission Service Order No. 68; (5) favored cancellation of O.D.T. Order No. 18-A; and (6) recorded opposition to the Gwynne bill (H.R.2657) and any other legislation which has for its objective prohibiting non-lawyers to practice before the Interstate Commerce Commission or other agencies before which they are qualified to appear.

The luncheon session of the two-day meeting was addressed by Robert J. Bayer, editor of Traffic World, whose subject was "Who Regulates Transportation?" The board will next meet on December 2 and 3, 1948, at the Fontenelle Hotel in Omaha, Neb.

Conductors and Trainmen to Seek 25 Per Cent Pay Increase

The executive wage committees of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen met at Chicago on June 14 to consider new wage and rule demands for presentation to the carriers. Following the meeting, A. F. Whitney, president of the trainmen's organization, told the press that his union and the O.R.C. had voted to serve demands on the railroads on July 1 for a 25 per cent wage increase to become effective August 1. Demands for a number of changes in working rules —not yet defined—were planned by the joint committee.

Members of the two brotherhoods concerned were awarded a pay increase of 15½ cents an hour effective September 1, 1947, by an arbitration board, and had previously received increases of 2½ cents an hour on May 22, 1946, and 16 cents an hour on January 1, 1946, following an emergency board decision and presidential intervention ending an actual two-day walkout by the B.R.T. members.

Proposes to Take 19 Radio Frequencies from Railroads

Railroad radio services face the loss of 19 of the 60 frequencies now allocated to them in the 152-162 Mc. band. That would be the result of rearrangements involved in a "notice of proposed rule making" which has been issued by the Federal Communications Commission.

The proposal is to supplant the present General Mobile Radio Service with three new classes of mobile service as follows: (1) Land Transportation Radio Services—to provide communication facilities for railroads, intercity buses and trucks, and urban transit services; (2) Domestic Public Mobile Radiotelephone Services—to furnish common carrier mobile radiotelephone service to the general public; and (3) Industrial Radio Services—for miscellaneous use, such as delivery and pick-up services, automobile clubs, doctors' cars or ambulances.

The F.C.C. proposes to assign the 19 frequencies it takes from the railroads to a new Public Safety Radio Services to be set up under a proposed revision of rules governing what has been called Emergency Radio Services. The reassignment is designed to make up for that service's loss of spectrum space to the Maritime Mobile Service.

Protests against its proposed action will be received by F.C.C. until July 12, and the railroads are already being heard from. Among the first to file objections were the Chesapeake & Ohio, Bessemer & Lake Erie, and Erie. Other protests are expected to be filed by other roads and by the Association of American Railroads and the American Short Line Railroad Association.

Says National Transport Policy Will Avert Government Ownership

Government ownership of transportation is "inevitable under present national policies and outmoded federal legislation," Donald D. Conn, executive vice-president of the Transportation Association of America, said on June 12, in Manchester, Vt. Speaking before the annual meeting of the Vermont Bankers Association, Mr. Conn added that "nationalization of transportation is the foremost domestic issue before the people of this country. It is time the leaders of agriculture, industry and finance assume the responsibility for solving the nation's transportation problem, or risk the collapse of private ownership and the resultant regimentation of all basic industry."

"The transportation problem has been 'researched' to the utmost," he continued. "The facts and trends are clear. There is no justifiable economic reason for the dilemma of this industry. It lacks solution only because pressure groups of all kinds have asserted self-interest to a degree wholly incompatible with the national public welfare. For thirty years we have pursued a national policy which has divided up the available traffic of the country among thousands of different agencies, with the majority of the carriers constantly on the brink of bankruptcy. In spite of the highest rates in history and a peak volume of tonnage, only a few transport companies are now able to earn a fair return upon investment—this in spite of the low capitalization of the industry due to the wholesale reorganization of the past twenty years. Common carriers *as a whole* have reached the line of diminishing returns."

Mr. Conn outlined the national cooperative project established by the association to assist Congress in the determination of a new federal code for transportation through joint action by panels of users, investors and the different forms of carriers in all areas of

the country. (See *Railway Age* of December 13, 1947, page 56). He submitted several major issues which must be considered by the cooperative project through its national panels, among which are the following: (1) What steps can be taken to expedite voluntary consolidations within all forms of transport? (2) What federal procedures are necessary to balance costs and revenues in transportation? (3) Should there be a "Supreme Court" of transportation dealing with questions of policies, common to all forms of transport? (4) How can collusion between labor unions be stopped? Should they be incorporated and held responsible for their acts? Should their income and expenditures be supervised by public authority to no less extent than are those of transport corporations? Should national strikes in transportation be outlawed? (5) Should government pay for "standby" facilities of all transportation necessary for the national defense or to meet public emergencies? (6) Should the benefits of government expenditures for basic transportation facilities be spread, without discrimination, over all forms of carriers? (7) Should railroads and highway carriers be relieved from property taxes on their terminals to the same extent as those carriers using publicly owned facilities? (8) How can commercial air transportation be placed on a solid economic basis so as to provide the maximum support for private capital invested in that segment of the industry?

Passenger Travel Seen Major Postwar Traffic Adjustment

The major postwar adjustment in railroad traffic has been in passenger travel, in which the number of revenue passenger-miles last year was only half as large as that in 1944, according to an article, "Railroads in the Postwar Economy," in the May issue of Survey of Current Business of the Department of Commerce. The article was prepared by H. P. Wald and F. L. Hirst, members of the Current Business Analysis Division, Office of Business Economics of the department.

According to the article, freight traffic reached a postwar low in the first half of 1946 and then recovered steadily through the fourth quarter of 1947 "when total revenue ton-miles were within 10 per cent of the peak quarter during the war."

The article contends that special postwar influences, such as the heavy volume of goods being shipped abroad, continue to be reflected in the pattern of rail freight movements. As compared with the peak war period, it adds, the major change in the commodity transportation requirements is the reduction in the average length of haul. At the same time, however, it observes that the volume of long haul traffic is "considerably larger" today than before World War II.

The authors observe that the railroads have not shared in the postwar expansion of profits experienced by most other industries and in this connection note that the net income of the railroads in 1947, after taxes, was about two-fifths below the average for 1942-44, while corporate profits after taxes were almost three-fourths higher than in the war period.

The article states, however, that, as a result of recent increases in railroad rates, "some improvement" in the earnings position of the railroads relative to that of other industries can be expected, although, it adds, it was not apparent in the first quarter of 1948 because of the adverse weather conditions and the loss of traffic due to the coal strike.

The authors also commented upon the "wide differences" in earnings results among the various regions of the country during the past few years and in this respect noted that the eastern roads reported "very low net income despite high traffic volume." At the same time, they observed that the share of the western roads in the aggregate net income of the railroad industry increased from 5 per cent in 1940 to more than 50 per cent in 1947.

Noting that the railroads entered the postwar period with large deferred requirements for new capital outlays, particularly for rolling stock, the article states that, according to the latest survey of plant and equipment expenditures, the rail transportation industry plans to spend $1,500,000,000 for capital investment purposes in 1948, as compared with an estimated $920,000,000 in 1947 and an average of $500,000,000 annually during the war years.

J. J. Lincoln Named President Of Acetylene Association

John J. Lincoln, Jr., director of sales services for the Air Reduction Sales Company, has been elected president of the International Acetylene Association to succeed R. B. Swope, president of the Southern Oxygen Company, who has been elected a member of the association's board of directors. A. J. Fausek, president of the Modern Engineering Company, was elected vice-president of the association, and E. V. David, assistant manager of Air Reduction Sales' technical sales division, was elected treasurer.

Continued Heavy RR Demand for Maintenance Equipment Seen

The nation's railroads are buying and will continue to buy heavily for their production and maintenance shops' modernization programs, Edwin A. Stillman, president of the Watson-Stillman Company, said in Roselle, N.J., recently. Addressing a management group of the company on the latter's 100th anniversary, Mr. Stillman added that a large part of this expenditure by the railroads "will go for special purpose metal working, wheel-assembly, Diesel engine and spring shop equipment for centralized production and service of equipment."

Hearing on Auto-Rate Case To Be Resumed September 21

The Interstate Commerce Commission has announced that hearings on the complaint of six automobile manufacturers which allege that railroad rates on new passenger automobiles and trucks from their plants are relatively higher than those from the assembly plants of Ford and General Motors will be resumed in Detroit, Mich., on September 21 before Examiners Carter and Lawton. The hearing was adjourned on May 25. The complainants are Chrysler, Hudson, Nash-Kelvinator, Packard, Studebaker and Willys-Overland. Details of the complaint were set out in *Railway Age* of November 1, 1947, page 54.

May Employment

Railway employment increased 4.84 per cent——from 1,259,723 to 1,320,733 —during the one-month period from mid-April to mid-May, but the mid-May total was 3.28 per cent below that of May, 1947, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 129.9 for May, as compared with 125.4 for April and 134.3 for May, 1947.

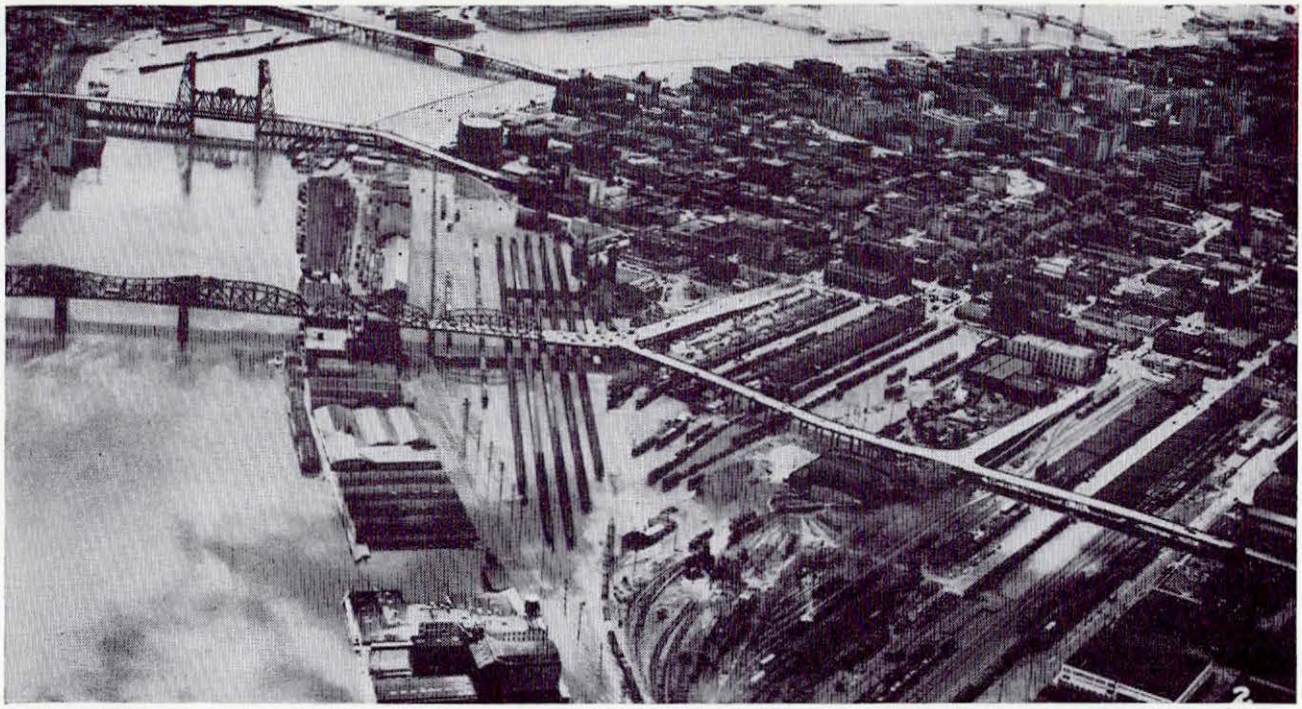
May employment was above that of May, 1947, in only one category, the increase being 2.23 per cent in executives, officials and staff assistants. The decrease ranged from 0.63 per cent in the maintenance of way nd structures group to 7.40 per cent in transportation, other than train, engine and yard.

As compared with April, employment in May increased in six groups, ranging from 0.44 per cent in executives, officials and staff assistants to 9.54 per cent in the maintenance of way and structures category. The only decrease —0.65 per cent—was in transportation, other than train, engine and yard.

Express Agency Gets More Time For Single-Scale-Rate Study

The Interstate Commerce Commission has set back from July 1 to September 10 the date on which the Railway Express Agency will be required to submit the results of studies that it was directed to make with respect to the formulation of a single scale of express rates for nationwide application and the effect of such rates upon its traffic and revenues.

The study was ordered to be undertaken last September, when the commission, in a report on further hearing in Ex Parte 163, conditionally authorized the R.E.A. to establish for at least one year proposed rate adjustments calculated to add more than $60,000,000 to the annual-basis increase of $58,900,000



(Photo courtesy H. D. Mudgett)
Floods hit Union Station and other railroad facilities at Portland, Ore., in the Pacific Northwest's worst siege of high water

approved by the commission in the proceeding's prior report of October 28, 1946. In its report on further hearings, as noted in *Railway Age* of September 27, 1947, page 69, the commission observed in part that the R.E.A. did not fully comply with the admonition in the prior report that it propose a basis of rates and charges for the future which would result in a more consistent graduation of rates with distance in the several zones.

C. D. Young Receives Franklin Institute's Henderson Medal

Charles D. Young, who retired on May 31 as vice-president in charge of purchases, stores and insurance of the Pennsylvania, has been named as the 1948 recipient of the Henderson Medal of the Franklin Institute. The medal will be awarded by Richard T. Nalle, president of the institute, at ceremonies in Philadelphia, Pa., on October 20, in consideration of Mr. Young's "contribution to the scientific advancement of the steam locomotive which has resulted in improving the reliability and efficiency and reducing the cost of steam locomotives, thereby producing a more effective transportation unit."

Emergency Board Reports

The White House has made public reports of emergency boards appointed by President Truman to investigate disputes which had brought strike threats during April to the Pennsylvania and the Aliquippa & Southern. The Brotherhood of Locomotive Firemen & Enginemen was the union involved in the P.R.R. dispute, while the A. & S.'s controversy was with the Brotherhood of Railroad Trainmen.

The P.R.R. dispute originally involved seven issues, but withdrawal of one and settlement of three left only three for disposition in the board's report. They arose out of the introduction by the railroad of light Diesel-electric locomotives in yard service without a "fireman" or "helper"; the brotherhood's demand that road-freight engine crews be paid an extra day's pay at yard rates for operating their trains at a slow rate of speed over an inspection pit at Enola, Pa.; and its demand for reinstatement of minor supervisory employees, such as assistant road foremen of engines, special-duty engineers, instructors and assistant trainmasters, who were demoted for refusing to operate locomotives during the May, 1946 strike.

With respect to the Diesel-crew issue, the brotherhood contended that the refusal to assign "firemen" to those engines was a violation of its agreement with the P.R.R. The board agreed with that interpretation of the agreement, and recommended that the "firemen" be employed. On the inspection-pit issue, the board recommended that the brotherhood's demand be withdrawn; it found that the management was not, under the slow-order arrangement, requiring the road crews to perform yard work. As to the demotion of the supervisory employees, who went back to their former jobs in engine service, the board found that the management had acted within its rights; but it noted that some of the men thus disciplined have been reinstated in their former positions and recommended that the cases of the others be reconsidered.

Members of the board were Chairman Andrew Jackson, James H. Wolfe, and E. Wight Bakke. The report includes the separate "observations" of Mr. Wolfe, who concurred in the recommendations of the report, but differed as to some of its details.

The A. & S. dispute involved rules demands of the B. of R. T. which late last year won an election and thus supplanted the Order of Railway Conductors as collective-bargaining representative of that road's yardmen. The O.R.C. agreement, which the B. of R. T. assumed, provides for a moratorium on rules changes which is not scheduled to expire until August 11, 1949. Relying on that provision, the A. & S. refused to negotiate with respect to rules changes at this time. While the brotherhood did not claim that its certification as bargaining agent altered or cancelled the contract, it nevertheless called a strike.

The board recommended that the carrier "forego for the time being what it insists is its legal right not to negotiate" and that both sides "in the spirit of the Railway Labor Act sit down together and attempt to iron out their differences between themselves." A second recommendation is that, if this procedure fails to result in a settlement, the dispute be submitted to arbitration.

Members of the board were Chairman Sidney St. F. Thaxter, Leverett Edwards, and Aaron Horvitz. The latter

filed a separate statement in which he concurred in the majority's suggestion that the parties undertake to reach an agreement, but disagreed with the recommendation that the dispute be submitted to arbitration in the event such negotiations fail. "The board," Mr. Horvitz said, "cannot be warranted in recommending arbitration except on its reaching a definite conclusion that the moratorium clause involved herein is invalid. This it has not done."

As to his concurrence in the recommendation that the parties confer on the rules, Mr. Horvitz pointed out that this would be in accord with the moratorium agreement. He cited the clause which provides that "changes as to regulations may be negotiated by mutual consent."

Reopening of Divisions Case Opposed by 14 Western Roads

Fourteen western roads have filed with the Interstate Commerce Commission a petition in opposition to reopening the proceeding wherein the commission recently prescribed new bases of divisions between eastern railroads generally and six other western roads which refused to subscribe to the apportionment plan agreed upon in 1939 by the present petitioners and the eastern lines. The petition is in reply to earlier ones wherein the six dissatisfied western roads asked for the reopening, or, in the alternative, the institution of a new commission investigation of the divisions involved.

As reported in *Railway Age* of March 20, page 92, the commission's report was in No. 28277, embodying the nine-year-old complaint of the six dissatisfied western roads, and the related No. 28589, embodying a complaint (in the nature of a cross-complaint) wherein the eastern roads alleged that the complainants in the title case were already receiving unjust, unreasonable and inequitable divisions. The new prescribed divisions, meanwhile, are scheduled to become effective July 1.

The six dissatisfied western roads are the Chicago, Rock Island & Pacific; Kansas City Southern; Missouri-Kansas-Texas; Missouri Pacific; St. Louis-San Francisco; and Chicago Great Western, and the alternative proposal was made in a joint petition filed by the first five. The C.G.W. in a separate petition concurred in the views set out in the joint petition, but argued that the commission's next move should be the institution of a new investigation. This road did not think a reopening of the other case would meet the needs of the situation.

The reply petition of the 14 other western roads opposes any further proceedings with respect to the divisions, but it is addressed principally to the C.G.W.'s call for a new investigation. It was filed jointly by the Chicago, Milwaukee, St. Paul & Pacific; Chicago, Burlington & Quincy; Colorado & Southern; Chicago, St. Paul, Minneapolis & Omaha; Denver & Rio Grande Western; Great Northern; Green Bay & Western; Gulf, Mobile & Ohio; Illinois Central; Minneapolis & St. Louis; Minneapolis, St. Paul & Sault Ste. Marie; Northern Pacific; Union Pacific; and Chicago & North Western. It said those roads represent the majority of mileage operated in Western Trunk Line territory and participate in the transportation of most of the tonnage between that territory and Official territory.

The 14 roads told the commission that a majority of the divisions which would be involved in a new investigation are now in effect as a result of agreements reached over long periods of negotiation. "Some of the items are still being negotiated," they said. "No valid reasons exist for the institution of a general investigation at this time and none should be instituted simply because a small minority presumably believes that this would be a method of obtaining results which so far they have been unsuccessful in securing in their complaint case."

Opposition to the proposed reopening or the institution of a new proceeding was also expressed in another petition filed by eastern roads. "Railroads are never satisfied with divisions unless they 'write their own ticket,'" that petition said, adding that the dissatisfaction of the six western complainants in the present case "is hardly less than the dissatisfaction of the eastern lines." Nevertheless the latter think the prescribed divisions "are entitled to a fair trial" because the commission's report "dealt earnestly and fully with every material contention of the parties, in the light of the evidence and the principles which govern the determination of lawful divisions."

D. L. & W. Seeks Additional Time In Which to Install AB Brakes

The Delaware, Lackawanna & Western has asked the Interstate Commerce Commission to extend from January 1, 1949, to December 31, 1951, the time within which it will be required to complete the installation of AB brakes and appliances on its freight cars. A commission order issued in 1945 in the Docket No. 13528 proceeding directed all roads to equip all of their cars used in freight service, except those equipped with passenger-car brakes, with power brakes and appliances for operating power brake systems, conforming to the specifications prescribed by the commission. The order was noted in *Railway Age* of September 29, 1945, page 532.

The D. L. & W. told the commission that 10,062 of its freight cars already are equipped with AB brakes, but that it will need additional time in which to make similar installations on approximately 5,800 more cars, of which 541 are company service cars. It said that installations have been delayed due to labor difficulties at brake manufacturing plants and because most brakes are being installed on newly-constructed freight cars. In order to comply with the commission's directive, it added, it would have to recall many of its cars from foreign roads, thereby aggravating the car shortage.

As reported *in Railway Age* of April 17, page 60, the Southern Pacific also has asked the commission to extend the expiration date of the same order until January 1, 1950.

Retirement Rule Waived For Commissioner Miller

President Truman has issued an executive order exempting Interstate Commerce Commissioner Carroll Miller from the civil-service rule requiring government employees to retire at 70 years of age, if they have had 15 years of service. Mr. Miller is in his seventy-fourth year, but he had not served 15 years until June 13, his original appointment to the commission by the late President Roosevelt having become effective June 13, 1933.

The exemption is for the remainder of his present term which expires December 31, 1953. Like exemptions have previously been granted to two other members of the commission—Clyde B. Aitchison and Colonel J. Monroe Johnson, who is also director of the Office of Defense Transportation.

Congressional Action Completed On Retirement, Jobless-Tax Bill

Congressional action on the union-management compromise agreement on amendments to the Railroad Retirement and Railroad Unemployment Insurance Acts was completed June 12 when the Senate passed the same bill, H.R.6766, which was approved by the House on June 8. The measure then went to the White House.

The bill proposes to amend the Retirement Act by increasing benefits thereunder by 20 per cent, and restoring the lump-sum, death-benefit provisions which were eliminated by the Crosser Act of 1946. At the same time, it would amend the Unemployment Insurance Act by placing taxes collected thereunder on a sliding-scale basis which would reduce the levy (paid entirely by the railroads) from 3 per cent to ½ per cent of the taxable payroll, the cut to apply retroactively to January 1.

Although the Senate had received from its committee on labor and public welfare a favorable report on an identical bill, S.2782, introduced by Senator Taft, Republican of Ohio, on behalf of himself and Senator Ives, Republican of New York, it expedited the legislation by passing the House-approved bill. The latter, sponsored by Representative Wolverton, Republican of New Jersey, and chairman of the House committee on interstate and foreign commerce, was

passed by the House by a vote of 381 to 0, with 49 members not voting, (see *Railway Age* of June 12, page 65).

Commenting on H.R.6766 from the Senate floor on June 12, Senator Taft who is chairman of the committee on labor and public welfare, told his colleagues that the bill has been agreed upon between the heads of both railroad management and unions and that it has the "unanimous approval" of both groups.

P. & S. Division Meeting

Featured at the Purchases and Stores Division meeting at Chicago June 28-30 will be a number of important addresses. During the first session, which begins in the grand ballroom of the Palmer House at 10 a.m., June 28, there will be talks by Chairman F. S. Austin, manager, purchases and stores, of the New York Central System, F. J. Gurley, president of the Atchison, Topeka & Santa Fe, and J. H. Aydelott, vice-president, Operations and Maintenance Department, Association of American Railroads. That same afternoon J. S. Fair, Jr., purchasing agent of the Pennsylvania, will speak on "Comparative Analysis of Material Balances — 1940-1948."

On the second day the speakers will be L. D. Greene, consultant on scrap, American Iron & Steel Institute, whose subject will be "Ferrous Scrap Situation as I see It," and W. W. Kelly, general purchasing agent of the Santa Fe, who in his address, "Whither — Petroleum Fuels and Products," will deal with railroad fuels and lubricants. At the afternoon session on June 29 B. T. Adams, general storekeeper of the Illinois Central, will speak on the "Importance of Material Handling." On Wednesday, the final day, Hiland G. Batcheler, president of Allegheny Ludlum Steel Corporation, will be the featured speaker. Also, the results of the annual essay contest will be announced and the winners are expected to read their papers. Committee reports will be presented on all three days.

Freight Car Loadings

Loadings of revenue freight in the week ended June 12 totaled 906,948 cars, the Association of American Railroads announced on June 17. This was 85,735 cars, or 10.4 per cent, above the previous week (which included a holiday), 11,656 cars, or 1.3 per cent over the corresponding week last year, and 39,030 cars, or 4.5 per cent, above the equivalent 1946 week.

Loadings of revenue freight for the week ended June 5 totaled 821,213 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

Revenue Freight Car Loadings
For the Week Ended Saturday, June 5

District	1948	1947	1946
Eastern ...	140,037	160,219	145,204
Allegheny .	171,569	195,627	159,400
Pocahontas .	73,657	73,382	70,335
Southern ..	134,523	137,525	136,093
Northwestern	121,365	136,195	121,915
Cent. West. .	115,872	131,233	130,537
Southwest. .	64,190	66,566	66,644
Tot. West. Dist.	301,427	333,994	319,096
Tot. All Rds.	821,213	900,747	830,128
Commodities			
Gr. & gr. prodts. ..	40,402	45,064	43,176
Livestock ..	10,920	12,683	15,188
Coal	196,199	195,961	173,291
Coke	14,484	14,457	8,401
For. prods. .	41,630	46,380	47,135
Ore	82,863	80,490	58,493
Merch'd. l.c.l.	93,287	117,242	126,946
Misc.	341,428	388,470	357,498
June 5 ...	821,213	900,747	830,128
May 29 ...	904,848	830,205	626,885
May 22 ...	879,158	890,605	571,473
May 15 ...	847,403	888,208	688,210
May 8 ...	880,617	884,242	684,942
Cumulative total, 23 weeks	18,064,896	19,026,868	16,409,977

In Canada.—Due to flood conditions in the west, complete returns have not been compiled and the following preliminary reports are subject to revision. Carloadings for the week ended June 5 totaled 77,680 cars as compared with 69,433 cars for the previous week and 79,188 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
In Canada:		
June 5, 1948	77,680	31,487
June 7, 1947	79,188	34,421
Cumulative totals for Canada:		
June 5, 1948	1,681,488	811,824
June 7, 1947	1,633,076	854,189

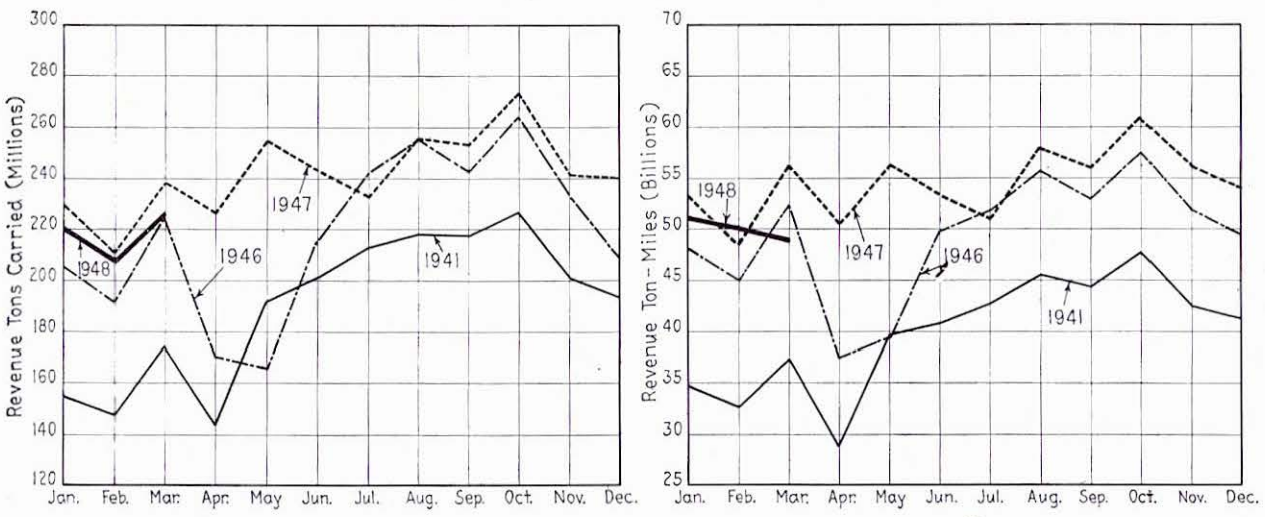
Loadings for the week ended May 29 totaled 69,433 cars as compared with 76,655 cars for the previous week and 81,158 cars for the corresponding week last year, according to the bureau.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 29, 1948	69,433	32,748
May 31, 1947	81,158	36,057
Cumulative totals for Canada:		
May 29, 1948	1,603,808	780,337
May 31, 1947	1,553,888	819,768

Passenger Car Riding Qualities To Be Studied by A. A. R.

A joint investigation of the riding qualities of passenger cars will be made this summer by the research offices of the Engineering and Mechanical Divisions of the Association of American Railroads. The program as planned covers a series of road tests which will be made on the Philadelphia division of the Pennsylvania using two car-sets of wheels of known eccentricity and unbalance but representing the as-rolled condition which may be expected from the wheel manufacturers. In order that the wheels used will represent the worst 25 per cent to be expected, balance and concentricity checks are being conducted on about 50 pairs of mounted wheels. The test pairs will be chosen from this group. During the road tests the wheels will be observed on the riding qualities of the car under observation.

The program also will include a comparison of coned tread and cylindrical tread wheels in both new and worn



Revenue Tons and Revenue Ton-Miles—1948 Compared with 194 1, 1946 and 1947

condition, and a study of the effect of track gage on riding qualities. For the latter investigation a length of track has been prepared by the Pennsylvania which includes test sections that have been narrowed from standard gage. Test runs will in made up to 100 m.p.h.

The experimental car of the Budd Company will be used throughout the tests. This is a passenger car of modern design which is equipped with electrical and mechanical instruments for the recording of shocks and oscillation of the truck and body. It will be operated in a special train so that test conditions may be closely controlled, and will be manned by personnel of the A. A. R. research offices as well as by Budd technicians.

The entire program is under the sponsorship of the Joint Committee on Relation Between Track and Equipment, A. A. R.

Named Assistant Director Of I.C.C. Inquiry Bureau

Dwight H. Williams has been appointed assistant director of the Interstate Commerce Commission's Bureau of Inquiry. Mr. Williams has been an attorney on the staff of the bureau since March 1, 1930. Prior to that time he was an examiner with the Civil Service Commission and with the Department of Justice. A native of Iowa, Mr. Williams received his LL.B. degree from the George Washington University Law School in 1922.

Heileman Succeeds Leavey As Army's Transport Chief

Major General Edmund H. Leavey, chief of transportation of the Army, has been assigned to the post of Army comptroller, and Major General Frank A. Heileman has become chief of transportation. General Heileman has been deputy chief under General Leavey. The chief of transportation has been Secretary of the Army Royall's agent for operation and control of the railroads since they were taken over by President Truman on May 10 to avert the strike threatened for the following morning.

Commerce Secretary Calls 10,000 Cars a Month "Far Short of Need"

The freight-car production program's present monthly goal of 10,000 cars "falls far short of the need," Secretary of Commerce Charles Sawyer said in an address before the Advertising Federation of America at Cincinnati, Ohio, on June 14. The secretary spoke on "Strengthening the U. S. Economy," and he cited the freight-car situation as one which "shows how the shortage of steel may limit our attempt to expand our economy."

In saying that the present car-building program is inadequate, Mr. Sawyer noted that "we are not even meeting" the 10,000-car goal. He went on to refer to the decline of the freight car "population" to the point where there are today about one-fourth fewer cars than were in service in 1930.

"Better equipment and increased efficiency have made it possible to handle the load despite the loss of more than half a million cars, but the strain of current operations is well nigh intolerable," Mr. Sawyer continued. "As a result of extreme age and heavy usage, cars are constantly breaking down and have to be scrapped or taken out of service for repairs. During the past year, we have been barely able to hold our own and keep the car supply from falling still further.

"The number of cars scrapped has increased in each month of 1948, and the excess of cars going to the repair shops over those repaired has also increased each month of this year. Consequently, the number of serviceable cars declined in April despite the monthly production of about 10,000 new cars. There can be no easing of the present critical transport situation until we can again build up the car supply and replace the over-age and obsolete rolling stock now in use."

Preparations for Railroad Fair Are Approaching Final Stages

Various construction projects totaling some $2,000,000 are nearing completion at the 50-acre site of the Railroad Fair to open in Chicago on July 20 and to close on Labor Day, September 6. Already finished is the task of laying four miles of standard gage track.

Hundreds of workers and 40 contractors are finishing the construction well within the schedule set by the fair management. The 5,000-seat grandstand for the "Wheels-a-Rolling" pageant is 90 per cent complete, and work on the 450-ft. stage for this spectacle is past the half-way mark. The 1,750-car parking lot is ready for opening day and many other construction jobs are in their final stages.

Much progress has also been made toward the completion of railroad and supply trade exhibits. The Chicago & North Western has finished its exact-scale replica of Chicago's first depot, and is presently transforming the interior into a small theatre to be known as the "400" playhouse. The road will also display its historic "Pioneer" locomotive, which will run under its own power for the first time in 70 years.

The joint exhibit of the Burlington Lines, the Great Northern and the Northern Pacific is being readied in a 1½-acre area and will feature a rodeo, a functioning replica of "Old Faithful," live bears, authentic Indian tepees, totem poles and stage coaches. A log chalet will house dioramas portraying scenic spots in the West, Pacific Northwest and Alaska.

The Illinois Central is preparing a street scene and patio depicting the old French quarter in New Orleans, La., as it exists today. The Chicago, Rock Island & Pacific will present scenes of the Southwest in its "Rocket Village," and will display two of its modern passenger cars, "La Fiesta," a club diner, and "La Mirada," an observation-sleeper. The Union Pacific is readying an exhibit designed to take fair visitors on a mythical tour of vacation lands in the states served by that road.

Exact replicas of its latest and most modern sleeping car accommodations will be displayed by the Pullman Company, with Pullman conductors and porters on hand to demonstrate the functioning and operation of each. The company's exhibit will also include a display of linen and equipment, with a description of what is required to stock a Pullman car for a trip from Chicago to Los Angeles, Cal.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Illinois Central** is inquiring for 3,000 50-ton hopper cars, 375 50-ton flat cars and 100 70-ton covered hopper cars. The road recently announced a 1949 freight car program calling for the purchase of 4,975 cars (see *Railway Age* of May 29.)

The **Seaboard Air Line** has ordered 500 50-ton "PS-1" box cars from the Pullman-Standard Car Manufacturing Company and 50 50-ton 65½-ft. mill-end gondola cars from the Pressed Steel Car Company. The road also is inquiring for 200 70-ton covered cement hopper cars, 150 70-ton coal cars and 100 70-ton covered phosphate rock hopper cars.

The **Norfolk & Western** has ordered 1,000 70-ton steel hopper cars from the Virginia Bridge Company. Deliveries are scheduled to begin early in 1949. The inquiry for this equipment was reported in *Railway Age* of June 5.

LOCOMOTIVES

The **Minneapolis, Northfield & Southern** has ordered five 2,000-hp. Diesel-electric transfer locomotives from the Baldwin Locomotive Works. Costing approximately $1,000,000, they are scheduled for delivery next October and November.

The **Great Northern** has ordered 12 Diesel-electric locomotives from the Electro-Motive Division of General Motors Corporation, at a cost of over $5,000,000. The locomotives — the delivery of which is expected in October

—are: five 6,000-hp. freight for service between Havre, Mont., and Wenatchee, Wash.; two 3,000-hp. passenger to replace present motive power on the "Gopher" and "Badger," operating between the Twin Cities and Duluth, Minn.-Superior, Wis.; one 4,500-hp. freight for service between Laurel, Mont., and Hillyard, Wash.; two 3,000-hp. freight for duty on the Butte division in Montana; and two 1,500-hp. passenger, which will be added to two 2,700-hp. Diesels now in service making two three-unit locomotives of 4,200-hp. each. The latter engines will be used on the "Oriental Limited" and "Fast Mail" between Skykomish, Wash., and Seattle, and on Trains 459 and 460 between Seattle and Portland, Ore.

The **Chesapeake & Ohio** has ordered 25 Mallet-type locomotives with 2-6-6-2 wheel arrangement from the Baldwin Locomotive Works. Delivery of the locomotives, which will cost approximately $5,000,000, is scheduled to begin next January.

SIGNALING

The **Baltimore & Ohio** has ordered equipment from the General Railway Signal Company for an all-relay electric interlocking to replace the present mechanical interlocking at Martinsburg, W. Va. Eight signals and 4 switch machines will be controlled from a panel equipped with 11 track-circuit lights and 7 control levers. Equipment to be used includes Type-B plug-in relays, Type-K relays, Type-U color-position-light signals and Model 5C electric switch machines.

The **Clinchfield** has placed orders with the Union Switch & Signal Co. covering the necessary materials for the installation of centralized traffic control between Erwin, Tenn., and Clinchco, Va., 120 mi. These materials include a 10-ft. Style-C control machine, to be located at Erwin, Style-M-22B dual-control electric switch layouts, electric switch locks for hand-thrown main-line switches, P-5 color-light signals, relays, rectifiers, transformers and housings. This controlled territory will require the use of two code-line sections, one of which will be handled by coded carrier.

The **Cleveland, Cincinnati, Chicago & St. Louis** has ordered equipment from the General Railway Signal Company to install an all-relay unit-wire electric interlocking at Sandford, Ind., with Type-K, 10-step coded control of functions at Vermilion, Ill., about 7 mi. distant. The 20 by 10-in. control panel will be equipped with 8 track indication lights and 7 levers for the control of a switch machine and 3 signals at Sandford and 3 switch machines, an electric switch lock, and 7 signals at Vermilion. Type-B plug-in relays will be used in this installation.

W. Averell Harriman, United States special representative in Europe with the rank of ambassador, and former secretary of commerce (left), receiving from President William T. Faricy of the Association of American Railroads a silver medal from the Sixth Pan American Railway Congress, which was held recently in Havana, Cuba.

ORGANIZATIONS

The **Railroad Enthusiasts, New York Division,** will meet June 23 in Room 5928, Grand Central Terminal, at 7:45 p.m. The guest speaker will be Charles J. Graff of the New York Central, who will talk on Railroads of the Future.

The **Eastern Car Foremen's Association** will hold its annual outing and golf tournament at the Race Brook Country Club, Orange, Conn., on July 22.

SUPPLY TRADE

Fred W. Roth has been appointed vice-president in charge of the Trenton, N.J. plant operations of the **Gould Storage Battery Corporation.** Mr. Roth joined the Philco Corporation as a member of the accounting section in 1933 and was appointed office manager in 1941, when the plant was moved from Philadelphia, Pa., to its new location in Trenton, and was works manager of the company's storage battery division when that division was merged with Gould in June, 1947.

Fred W. Roth

Raymond H. Schaefer has been appointed director of research and development of the **American Brake Shoe Company** and **Uri B. Grannis, Jr.** has been appointed manager of equipment sales for the company's American Brakeblok division. Mr. Schaefer joined American Brake Shoe in 1940 as an assistant foundry metallurgist for the American manganese steel division. In 1945 he was appointed chief metallurgist in charge of metallurgical research and the company's experimental foundry. Mr. Grannis, who has served in various sales capacities since joining the company in 1935, will be located at Detroit, Mich.

Raymond H. Schaefer

Uri B. Grannis

John P. Dennis, formerly assistant traffic manager of the **Texas Company,** has been appointed traffic manager, to succeed **W. L. Macatee,** who has retired

after 36 years of service. Mr. Dennis entered railroad service with the Northern Pacific in 1921 as a clerk in St. Paul, Minn., and advanced through various positions to the post of assistant to the vice-president of that road. He joined the Texas Company in 1942 as assistant traffic manager.

J. Douglas Darby has been elected sales vice-president of the **Carnegie-Illinois Steel Corporation**, a subsidiary of the United States Steel Corporation, to succeed **Thomas J. Hilliard**, resigned. Mr. Darby began his business career as a slagman with the Alan Wood Steel Company and advanced through various positions in his 20 years' service there to become general superintendent and later assistant to sales vice-president.

J. Douglas Darby

He joined the sales department of Carnegie-Illinois in 1939 and, in the same year, was appointed district manager of sales in Philadelphia, Pa. In 1945 he was transferred to Pittsburgh, Pa., as general manager of sales for the company. Mr. Hilliard joined Carnegie-Illinois in 1936 as manager of sales for the Pittsburgh district. He was appointed general manager of sales in 1938, and was elected vice-president in 1945.

The **Frog, Switch & Manufacturing Co.**, Carlisle, Pa., has re-established its New York Office. **Walter H. Allen** has been appointed eastern sales manager at the office, which is located, as before, at 30 Church street.

James W. Lafferty has been appointed technical sales engineer of the **Ira G. Perin Company**, San Francisco, Cal., material-handling equipment distributor. Mr. Lafferty has been assigned to the Los Angeles, Cal., office to service the firm's accounts in southern California.

Herman H. Pancake has been appointed manager of the **American Car & Foundry Co.'s** newly created mine-car and special products sales division, a consolidation of the mine-car sales and miscellaneous sales divisions. The company also has announced the retirement of **H. D. Distelhurst**, manager of the miscellaneous sales division, after 43 years of service. Mr. Pancake joined Ameri-

Herman H. Pancake

can Car & Foundry in 1923 as a draftsman and specialized in mine car sales and engineering for the next 22 years. He advanced to engineer in charge of mine car construction at Berwick, Pa., and in September, 1945, was appointed manager of mine-car sales, with headquarters in New York, remaining in that position until his responsibilities were broadened to include the special products sales division.

Russel J. Aurentz and **John F. McGoey** have been appointed, respectively, district manager and assistant district manager at Reading, Pa., for **Luria Brothers & Co.**

Milton C. Carlson, formerly Chicago district sales manager for the **Signode Steel Strapping Company**, has been appointed assistant sales manager.

The **Lamson & Sessions Co.** has announced the elections of **James F. Donahue** as executive vice-president, **George**

James F. Donahue

S. Case, Jr. as vice-president and treasurer and **Robert G. Patterson** and **James M. Rowe** as vice-presidents. Mr. Donahue has been vice-president and a director

George S. Case, Jr.

since 1929 when the Foster Bolt & Nut Co., of which he was president, merged

Robert G. Patterson

with Lamson. Mr. Case joined the company in 1930 and was successively gen-

James M. Rowe

eral manager of the Chicago district and of the Birmingham, Ala., district, a director, assistant to the president, and,

since 1942, treasurer. Mr. Patterson, who will continue as general sales manager, joined Lamson in 1935 as merchandising director, and formerly was president of the Piston Service Company of Indiana. In 1943 he was appointed general sales manager of Lamson and, in 1945, was made a director of the company. Mr. Rowe, who will retain his title as general manager of the Birmingham plant, a post he has held since 1940, joined Lamson in 1924.

CONSTRUCTION

Wabash.—This road has applied to the Interstate Commerce Commission for authority to relocate a line on an improved alinement between a point near Bayliss, Ill., and a point near Barry. The relocated line would be approximately 11.2 miles and would replace an existing 11.3-mile line which the applicant would abandon.

FINANCIAL

Sets Hearing on C. & O. Equipment Issue; Lets Jackson Intervene

The Interstate Commerce Commission has ordered a hearing on the Chesapeake & Ohio's pending application for authority to issue $3,500,000 of equipment trust certificates, and has authorized intervention in the proceeding by George S. Jackson of 230 West End avenue, New York, the C. & O. stockholder who has challenged that road's management on several recent occasions. The hearing will be held at the commissioner's Washington, D. C., headquarters on June 24 before Examiners H. C. Howard and G. M. Eddy.

Charging the C. & O. management with "unrestrained excesses and shocking wastes," and asserting that "critical financial results" are already manifest on that road, Mr. Jackson's intervention petition suggested that the commission should institute a "searching investigation" into all phases of C. & O. affairs and those of all persons controlling, controlled by or under common control with that road. In this connection, the commission's order authorizing the complaining stockholder to intervene stipulated that the intervention would be "without right, however, to broaden the issues presented by the application."

The proceeding is Finance Docket No. 16131, and the application, noted in *Railway Age* of June 12, page 72, seeks authority for the C. & O. to assume liability for the proposed $3,500,000 issue to finance the acquisition of 14 locomotives, including 2 6,000-hp. steam-turbine, electric-drive passenger locomotives at a total estimated cost of $3,555,248.

In support of its call for a general investigation of C. & O. affairs, the Jackson petition contained, to a great degree, the same charges which he leveled against the C. & O. and its management, principally Chairman Robert R. Young, earlier this year when Mr. Young, and Robert J. Bowman, president of the C. & O. sought authority to serve as members of the board of directors of the New York Central while continuing to hold C. & O. directorships and their present positions with that road. Those applications have been denied by the commission (see *Railway Age* of May 22, page 32) with respect to the financing now proposed. He charged that the C. & O. is not in need of all the equipment involved; and he objected particularly to the inclusion of the two steam turbine electric drive locomotives, which, he said, "are still in such a stage of experimentation and unproved reliability or success that they should not be made the basis of an obligation to be issued and sold to the public."

Mr. Jackson also said that the commission's awareness of the "grave developments" in the financial affairs of the C. &. O. is clear from its recent decision in the Finance Docket No. 16095 proceeding, wherein, in authorizing the C. & O. to assume liability for $4,500,000 of equipment trust certificates to finance the acquisition of equipment estimated to cost $4,495,608, it pointed out the "unfavorable current asset position" of the road. The commission's findings in that proceeding were noted in *Railway Age* of May 29, page 60.

Kansas City Southern.—*New Directors.*—Joseph J. Weiss, vice-president of the K. C. S., with headquarters at New York, Thomas McNally, president of the McNally-Pittsburg Company at Pittsburg, Kan., and Harry B. Munsell, president and a director of the Kansas City Power & Light Co. at Kansas City, Mo., have been elected directors of this road.

Louisiana & Arkansas.—*New Directors.*—G. William James of the T. L. James Construction Company, Ruston, La.; Thomas McNally, president of McNally-Pittsburg Company, Pittsburg, Kan.; and Harry W. Munsell, president of Kansas City Power & Light Co., Kansas City, Mo., have been elected members of this road's board of directors. Messrs. McNally and Munsell are directors of the Kansas City Southern, of which the L. & A. is a subsidiary.

Pennsylvania.—*Equipment Trust Certificates.*—This road has sold, subject to approval by the Interstate Commerce Commission, $11,055,000 of series U equipment trust certificates to Harriman, Ripley & Co., and Lehman Brothers, and associate, on a bid of 99.05 with a 2⅜ per cent interest rate, representing a cost to the applicant of 2.49375 per cent. Proceeds from the sale of the certificates, part of a proposed overall issue of $31,710,000 of series U certificates, will be applied toward the purchase or equipment described in *Railway Age* of May 29, page 60. At the same time, the Pennsylvania advised the commission that it has accepted bids on the following additional equipment, which also will be financed by the sale of series U certificates:

	Description and builder	Estimated Unit Price
14	2,000-hp. Diesel-electric passenger locomotives (Electro-Motive Division, General Motors Corporation)	$240,000
23	1,500-hp. Diesel-electric freight locomotives (E.-M. D., G.M.C.)	176,000
23	1,500-hp. Diesel-electric freight locomotives (E.-M. D., G.M.C.)	185,000
1	1,500-hp. Diesel-electric freight locomotive (E.-M.D., G.M.C.)	151,000
12	2,000-hp. Diesel-electric switching locomotives (Fairbands, Morse & Co.)	190,000

Applications have been filed with the Interstate Commerce Commission by:

Chicago & Eastern Illinois.—To assume liability for $2,460,000 of series F equipment trust certificates, the proceeds of which will be applied toward the purchase of the following equipment, all of which will be acquired from the Electro-Motive Division of the General Motors Corporation:

	Description	Estimated Unit Price
15	1,500-hp. Diesel-electric road freight locomotives	$149,695
2	1,500-hp. Diesel-electric road passenger locomotives	164,044
2	1,500-hp. Diesel-electric combination road and switching locomotives	147,931
2	1,000-hp. Diesel-electric switching locomotives	94,850
1	Locomotive truck	17,750

The certificates will be dated July 1 and will mature in 30 semi-annual installments of $82,000, starting January 1, 1949. They have been sold to Salomon Brothers & Hutzler and associates, on a bid of 99.33 with a 2⅝ per cent interest rate.

Gulf, Mobile & Ohio.—To issue $7,000,000 of collateral-trust bonds, the proceeds of which will be applied toward the purchase of the following equipment, estimated to cost $8,540,000:

	Description and Builder	Estimated Unit Cost
300	50-ton all-steel box cars (American Car & Foundry Co.)	$ 3,900
50	70-ton all-steel covered hopper cars (A.C.F.)	4,950
100	50-ton all-steel gondola cars (A.C.F.)	3,600
4	all-steel sleeping cars (A.C.F.)	125,000
50	70-ton all-steel mill-type gondola cars (Pressed Steel Car Co.)	5,250
8	1,500-hp. Diesel-electric road switching locomotives (American Locomotive Co.)	140,000
8	1,000-hp. Diesel-electric road switching locomotives (Alco)	110,000

The bonds would be dated July 1, would bear interest at a rate to be determined by competitive bidding, and would be due in 1968. They would be secured by $7,000,000 of G.M. & O. first and refunding mortage 4 per cent bonds, series E, due in 1973, and $6,405,000 of G.M. & O. first and refunding mortgage 4 per cent bonds, series F, due in 1964, which would be pledged under a collateral-trust indenture.

Division 4 of the I.C.C. has **authorized:**

Union Terminal (Dallas, Tex.).—To issue

not exceeding $4,833,000 of first mortgage 3 per cent bonds, the proceeds of which will be applied, together with other funds, toward the redemption of a like amount of outstanding first mortgage 3¾ per cent bonds. The new bonds will be dated June 1 and will mature on June 1, 1978. They will be redeemable as a whole at any time upon not less than 60 days' nor more than 90 days' notice, at the principal amount and accrued interest plus a gradually decreasing premium. They also will be redeemable for sinking fund purposes at par and accrued interest. The report approves a selling price of 99.411 with a 3 per cent interest rate, the bid of Halsey, Stuart & Co., and associates, on which basis the average cost will be approximately 3.03 per cent.

The commission's report also authorizes the Union Terminal's proprietary companies—Missouri-Kansas-Texas of Texas; St. Louis Southwestern of Texas; Texas & New Orleans; Texas & Pacific; Gulf, Colorado & Santa Fe; St. Louis, San Francisco & Texas; Fort Worth & Denver City; and Chicago, Rock Island & Pacific—to assume liability for the bonds.

Dividends Declared

Canada Southern. — $1.50, semi-annually, payable August 2 to holders of record June 23.

Chicago, Rock Island & Pacific.—common (initial), 75¢, payable July 15 to holders of record June 18; 5% preferred, $1.25, quarterly, payable September 30 to holders of record September 10; 5% preferred, $1.25, quarterly, payable December 31 to holders of record December 10.

Mahoning Coal.—common $12.50; 5% preferred, $1.25, semi-annually, both payable July 1 to holders of record June 22.

New London Northern.—$1.75, quarterly, payable July 1 to holders of record June 15.

Norwich & Worcester. — 8% preferred, $2.00, quarterly, payable July 1 to holders of record June 15.

Providence & Worcester. — $2.50, payable July 1 to holders of record June 14.

Rochester & Genesee Valley.—$2.00, semi-annually, payable July 1 to holders of record June 21.

Tennessee, Alabama & Georgia. — 25¢, payable June 21 to holders of record June 7.

Texas & Pacific. — common, $1.00; 5% non cum preferred, $1.25, both payable June 30 to holders of record June 23.

Average Prices Stocks and Bonds

	June 15	Last week	Last year
Average price of 20 representative railway stocks	54.61	54.69	44.83
Average price of 20 representative railway bonds	90.35	89.66	87.04

ABANDONMENTS

Evansville Suburban & Newburgh.—The Interstate Commerce Commission has set back from May 4 to June 30 the effective date of its order wherein, as reported in *Railway Age* of May 22, page 62, it authorized this road to abandon its entire line subject to its sale to any responsible party offering within 40 days to purchase it for continued operation at not less than the net salvage value. The extension was granted, according to the commission, in order to afford the road an opportunity to reply to a petition filed by the Chrystal Pearl Products Company requesting postponement of the effective date, reopening of the proceeding and further hearing.

Application has been filed with the Interstate Commerce Commission by: **Minnesota, Dakota & Western.**—To abandon operations under trackage rights over a line owned by the Minnesota & Ontario Paper Co. between Seymour, Minn., and Little Fork, 0.75 mile, and a line of the Northern Pacific extending 16.3 miles from Little Fork to International Falls. The applicant used the facilities to haul timber from the vicinity of Seymour to International Falls, but the available timber supply has been virtually exhausted.

Division 4 of the I.C.C. has **authorized: Illinois Central.**—To abandon a branch line extending from a point near Belleville, Ill., to the end of the line at Stookey, approximately 3.2 miles. According to the commission's report, public need for service on the branch "practically has disappeared" as the result of the discontinuance of coal mining in the territory involved and the use of trucks by other industries.

RAILWAY OFFICERS

EXECUTIVE

Walter S. Franklin, vice-president in charge of traffic of the Pennsylvania at Philadelphia, Pa., has been appointed executive vice-president, in which position he will assist the president in the general supervision and administration of the company's affairs. **Fred Carpi,** assistant general traffic manager at Philadelphia, succeeds Mr. Franklin as vice-president in charge of traffic of the system.

Larry H. Dugan, assistant general solicitor of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, has been elected vice-president at Seattle, Wash., succeeding **John P. Kiley,** whose election as vice-president in charge of operations, at Chicago, was reported in *Railway Age* of May 29.

L. A. Bruns, assistant to chief accounting officer of the Missouri Pacific, with headquarters at St. Louis, Mo., has been appointed assistant to the senior executive assistant of the Gulf Coast Lines and the International-Great Northern (parts of the M. P. Lines), wth headquarters at Houston, Tex.

John C. Rill, chief of freight transportation of the Pennsylvania at Philadelphia, Pa., has been elected president of the Fruit Growers Express Company, with headquarters at Washington, D. C., succeeding **Henry B. Spencer,** who will retire on July 1. Mr. Rill, a Marylander had served as superintendent, general superintendent and general manager of the Western region of the P.R.R., before his appointment in October, 1935, as chief of freight transportation, from which position he is resigning to become president of Fruit Growers Express.

Mr. Spencer, formerly vice-president of the Southern, organized the Fruit Growers Express in 1920 to provide refrigerator cars and protective services for eastern and southeastern railroads in the transportation of fruits, vegetables and other perishable freight, and has been president and a director of the company since that time.

FINANCIAL LEGAL and ACCOUNTING

Roy E. Larson, assistant treasurer of the Western Pacific, has been elected treasurer effective July 1, with headquarters as before at San Francisco, Cal. He succeeds **Emery C. Bates,** who will retire on June 30, after 38 years of service. Mr. Larson will be succeeded by **Axel F. Rintala,** chief clerk in the treasury department at San Francisco. **Leo J. Gosney,** assistant general auditor, will become general auditor on July 1, succeeding **Charles P. Russell,** who is retiring after 42 years of service. Succeeding Mr. Gosney will be **John R. Strachan,** assistant to the general auditor. **Jack H. Wade,** assistant auditor of payroll accounts, will become assistant to the general auditor. **William G. Levy,** assistant auditor of freight and passenger accounts, will become auditor of freight and passenger accounts on July 1, succeeding **Thomas Kearns,** who is retiring after 37 years of service.

William J. Cerny has been appointed assistant Western counsel of the Patent division, Association of American Railroads, with headquarters at Chicago, succeeding to the position vacated some time ago by the promotion of **Joseph L. Baldwin** to Eastern counsel, Patent division, at Washington. Mr. Cerny was born at Chicago on May 19, 1907, and received his LL.B. degree from the University of Illinois in 1929, subsequently being admitted to the Illinois Bar and to practice before the Patent Office and the Supreme Court of the United States. He was formerly employed by the Western Electric Co. and the firm of Charles W. Hills, patent lawyers, engaging in the private practice of law at the time of his recent appointment.

OPERATING

H. F. Wyatt, whose promotion to general manager of the Chicago Terminal region of the Baltimore & Ohio at Chicago was reported in the *Railway Age* of May 29, was born at Aurora, Ind., on May 8, 1889. He entered the service of the Baltimore & Ohio as a clerk in the maintenance of way department at Flora, Ill., on December 29, 1905, and was stenographer and

clerk until January 1, 1916, when he was promoted to secretary to the general superintendent at Cincinnati, Ohio. On April 1, 1917, he became secretary to the general manager at Baltimore, Md., and advanced to chief clerk for the manager of the western lines at Cincinnati on February 1, 1919. Nine months later he was appointed assistant trainmaster at Cambridge, Ohio.

H. F. Wyatt

He was promoted to trainmaster at Newark, Ohio, on August 1, 1920, transferring to Garrett, Ind., on August 1, 1923. Mr. Wyatt was appointed terminal trainmaster at Philadelphia, Pa., on March 12, 1929; assistant superintendent at Baltimore on December 1, 1930; and superintendent of the Baltimore division on July 15, 1936. He transferred to the Cumberland (Md.) division on March 1, 1942, where he remained until his recent promotion.

C. W. Veale, acting district superintendent of the Atlantic Coast Line at Ocala, Fla., has been transferred to the Waycross district, with headquarters at Waycross, Ga. **J. L. Kennedy,** superintendent terminals at Jacksonville, Fla., has been appointed acting superintendent of the Ocala district, succeeding Mr. Veale. **J. L. Mears** has been appointed acting superintendent terminals at Jacksonville.

Henry A. Israel, whose promotion to superintendent of the Missouri Pacific Lines' Missouri and Memphis divisions and the Missouri-Illinois (west of the Mississippi river), was reported in *Railway Age* of June 5, was born on July 5, 1889, at Baltimore, Md. Mr. Israel, an engineering graduate of the Baltimore Polytechnic Institute, entered railroad service in 1908 with the Chicago, Rock Island & Pacific. Shortly thereafter he joined the Missouri Pacific as a track apprentice on its eastern division, and three months later was promoted to rodman. He became instrumentman in 1912 and assistant engineer on the Illinois and Eastern divisions in 1914. Following military service during World War I, he returned to the road and was appointed assistant engineer for the Illinois and St. Louis Terminal divisions. He was appointed division engineer for the Illinois and Kansas City Terminal divisions in 1921, master of trains and tracks and assistant superintendent of

Henry A. Israel

the Illinois division in 1927, and trainmaster of the latter division in 1932. Mr. Israel served in the army from 1941 to 1944, returning to the road as assistant superintendent at Nevada, Mo., which post he held at the time of his recent appointment.

Samuel Hammer, whose promotion to general superintendent, Southern district, of the Missouri Pacific, with headquarters at Little Rock, Ark., was reported in *Railway Age* of June 5, was born at Carterville, Ill., on August 18, 1887. Mr. Hammer began his railroad service on the St. Louis division of the Illinois Central in 1904, remaining with that line until 1920, when he

Samuel Hammer

joined the M. P. as a conductor on its De Quincy division. He later advanced to assistant superintendent of the Memphis division at Wynne, Ark., and was promoted to superintendent of the Missouri and Memphis divisions and the Missouri-Illinois (west of the Mississippi) in April, 1942. Mr. Hammer held the latter post at the time of his recent appointment.

William A. Nickel, whose appointment as assistant to chief operating officer of the Central of New Jersey at Jersey City, N. J., was reported in *Railway Age* of May 8, was born on April 27, 1895, at South Bethlehem, Pa., where he attended the public schools. He attended Bethlehem Preparatory School from 1911 to 1913 and Williamson Trade School from 1913 to 1915. Entering railroad service on January 5, 1916, as brakeman with the Central of New Jersey at Phillipsburg, N. J., he became freight conductor three years later. Mr. Nickel was appointed yardmaster on May 16, 1926; assistant general yardmaster on October 16, 1928; yardmaster on April 1, 1931; road conductor on June 22, 1932; yardmaster on September 28, 1932; assistant general yardmaster on April 20, 1939, and general yardmaster on April 1, 1943, all at Jersey City. On April 1, 1944, he was appointed terminal trainmaster at Allentown, Pa., becoming assistant superintendent transportation at Jersey City on September 1, 1947, which position he held until his recent appointment as assistant to chief operating officer of the C.N.J. Mr. Nickel is also assistant to vice-president of the Central of Pennsylvania, the New York & Long Branch, the Wharton & Northern and the Mt. Hope Mineral.

TRAFFIC

J. A. Gorman, freight traffic manager —rates and divisions—of the Illinois Terminal at St. Louis, Mo., has been appointed commerce counsel at that point.

O. C. Grimshaw, assistant general freight agent of the Pennsylvania at Philadelphia, Pa., has been appointed assistant to the general traffic manager, with the same headquarters.

Edward R. Lewis, general freight agent of the Fort Dodge, Des Moines & Southern, with headquarters at Chicago, has been promoted to traffic manager, with headquarters at Boone, Iowa. Mr. Lewis succeeds **F. M. Steele,** who has been appointed assistant vice-president with special duties.

V. F. Frizzell, general freight agent of the Southern Pacific, with headquarters at Los Angeles, Cal., has been promoted to freight traffic manager at that point, succeeding **G. J. Blech,** who has retired after a railroad career of 53 years.

Raymond T. Anderson, whose promotion to general passenger traffic manager of the Atchison, Topeka & Santa Fe, at Chicago, was reported in *Railway Age* of June 5, was born at Carrollton, Mo., on September 3, 1895, and entered railway service with the Santa

Fe in January, 1914, in the station forces at Dodge City, Kan., and later at Kansas City, Mo. He served in the armed forces during World War I, returning to the Santa Fe in December, 1918, when he was assigned to the office of the division superintendent at Las Vegas, N. M., subsequently being transferred to Slaton, Tex., and Dodge City. In 1926 Mr. Anderson was promoted to traveling agent, with headquarters at Boston, Mass., and in December, 1937, he was advanced to division passenger agent at Denver, Colo.

Raymond T. Anderson

He was further advanced to general passenger agent at Topeka, Kan., in 1940, and to passenger traffic manager at that point in 1946. In February, 1947, Mr. Anderson was promoted to assistant general passenger traffic manager at Chicago, which post he held at the time of his new appointment.

MECHANICAL

John W. Horine, Jr., supervisor of Diesel-electric locomotives of the Pennsylvania at Harrisburg, Pa., has been appointed assistant superintendent of motive power, with the same headquarters. **J. E. Wightman, Jr.,** master mechanic of the Maryland and Delmarva divisions at Wilmington, Del., succeeds Mr. Horine as supervisor of Diesel-electric locomotives at Harrisburg. **H. D. Ahn,** master mechanic of the Philadelphia Terminal and Atlantic divisions at Philadelphia, has been transferred to Wilmington, succeeding Mr. Wightman.

A. N. Campbell, assistant chief draftsman of the Canadian National, has been appointed mechanical engineer in the car department at Montreal, Que., succeeding **A. McGregor,** who has been appointed mechanical engineer for the Western region at Winnipeg, Man. Born at London, Ont., Mr. Campbell joined the Canadian National there as an apprentice carman in 1933. He served successively at London, Ont., Mimico, Toronto, Leeside, Fort Erie and Windsor, until 1941 when he became foreman at Palmerston, Ont. He moved to Toronto, Ont., in 1942 as an inspector, becoming assistant foreman

A. N. Campbell

there in 1943. The following year he was appointed mechanical inspector in the car department at Montreal and three years later was appointed assistant chief draftsman.

Russell Gould has been appointed acting superintendent of power of the Sacramento Northern, with headquarters at Sacramento, Cal., succeeding the late **Henry F. Neill.**

PURCHASES and STORES

Granville E. Nickerson, whose appointment as purchasing agent of the Maine Central at Portland, Me., was reported in *Railway Age* of May 8, was born at South Portland, Me., on February 15, 1903. He was graduated from South Portland high school and entered rail-

Granville E. Nickerson

road service with the Maine Central as a clerk in the accounting department in 1923. He later was clerk in the office of the vice-president and general manager and since 1927 has been chief clerk of the road's purchasing department.

Joseph C. Marchand, general storekeeper of the Western Pacific, with headquarters at Sacramento, Cal., will become purchasing agent at San Francisco, Cal., on July 1, succeeding **Stanley R. Proffitt,** who is retiring after 39 years of service. **Henry J. Madison,** storekeeper at Sacramento, will be advanced to general storekeeper at that point.

ENGINEERING and SIGNALING

Leon D. Dickinson, general signal engineer of the Union Pacific, with headquarters at Omaha, Neb., has retired following a railroad career of 42 years.

Marion A. Otterbourg, whose appointment as signal and electrical superintendent of the Southern at Charlotte, N. C., was reported in *Railway Age* of June 5, was born on January 8, 1886, at Fayetteville, N. C. Mr. Otterbourg entered the employ of the Southern in

Marion A. Otterbourg

September, 1910, as an electrician, later serving as electrical foreman, general foreman, assistant signal supervisor and as signal supervisor. He was promoted to chief signal and electrical inspector at Charlotte on November 1, 1930, which position he held until his recent promotion.

SPECIAL

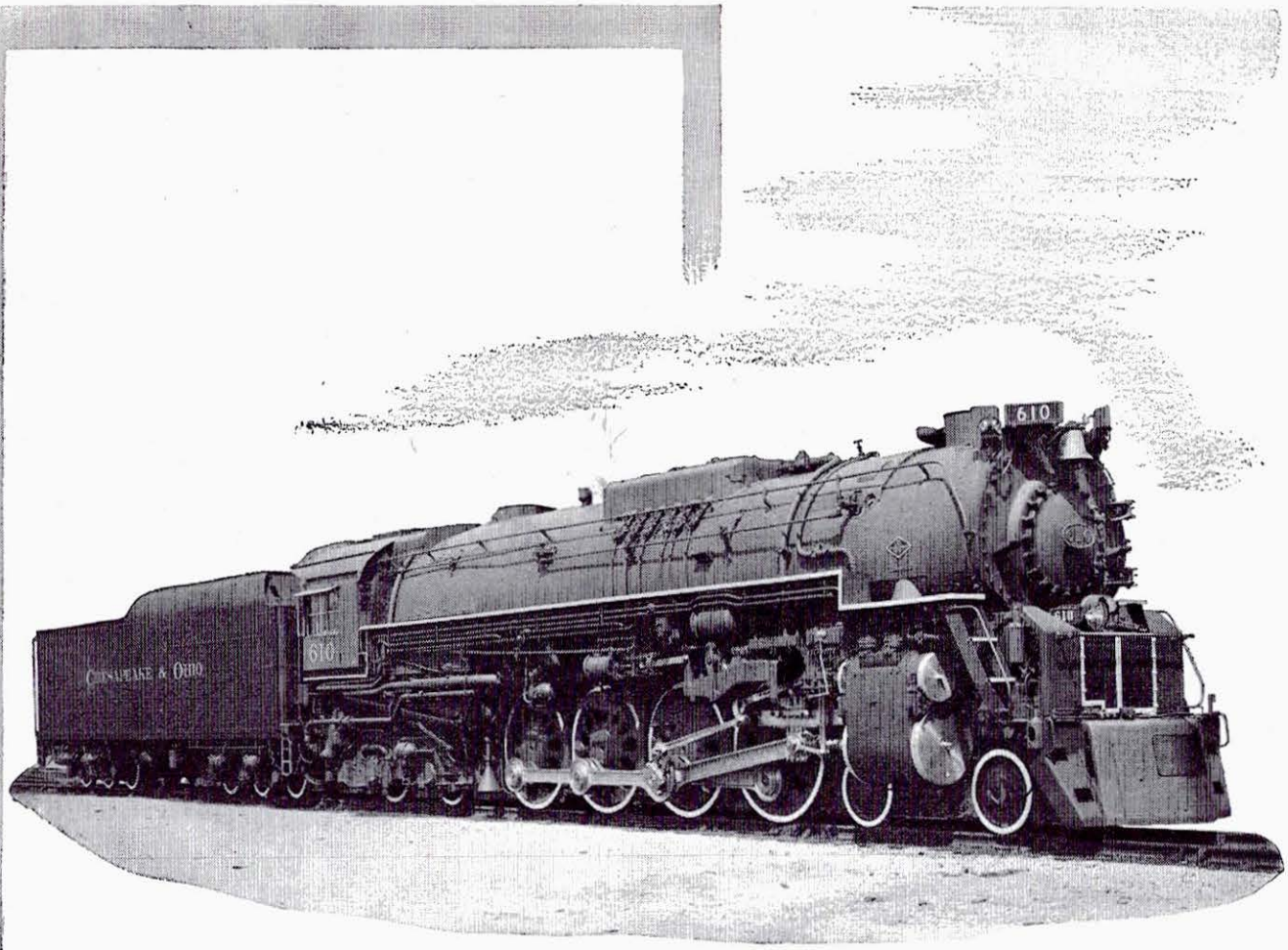
Thomas P. Brown, publicity manager of the Western Pacific, with headquarters at San Francisco, Cal., will retire on June 30, following 20 years of service with the road.

OBITUARY

Henry F. Neill, superintendent of power of the Sacramento Northern, with headquarters at Sacramento, Cal., was killed recently in an automobile accident.

George K. Phillis, who retired in 1946 as assistant superintendent of communications of the Illinois Central, at Chicago, died at that road's hosptial on June 7.

Table of Revenues and Expenses appears on the next left-hand page



C & O's NEW 4-8-4's

Class J-3 A

Service: Passenger

Road Nos.: 610-614

Tractive Force, with Booster: 81,800 lb

Cylinders: 27½" x 30"

Drivers, Diameter: 72" *

Weight on Drivers: 282,400 lb

Weight on Front Truck: 81,600 lb

Weight on Trailing Truck: 115,400 lb

Total Weight of Engine: 479,400 lb

Fuel: Soft Coal

Grate Area: 100 sq ft

Steam Pressure: 255 lb

Tender Capacity: 21,500 gal

25 tons

** Can take 74" drivers.*

by

LIMA HAMILTON CORPORATION

DIVISIONS: *Lima, Ohio* — Lima Locomotive Works Division; Lima Shovel and Crane Division. *Hamilton, Ohio* — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues: Freight	Operating revenues: Passenger	Operating revenues: Total (inc. misc.)	Operating Expenses: Maintenance of: Way and structures	Operating Expenses: Maintenance of: Equipment	Operating Expenses: Traffic	Operating Expenses: Transportation	Operating Expenses: Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income: 1948	Net railway operating income: 1947
Akron, Canton & Youngstown	April	171	393,289	57	417,134	60,972	43,213	25,084	124,060	275,884	66.1	141,250	56,015	68,934	75,839
	4 mos.	171	1,855,287	200	1,933,746	261,210	183,040	98,149	547,682	1,182,766	61.2	750,980	291,935	371,821	315,469
Atchison, Topeka & Santa Fe System	April	13,081	33,193,297	4,037,029	41,003,231	7,482,387	7,714,463	1,037,722	15,286,969	33,229,297	81.0	7,773,924	4,600,026	3,270,730	3,842,162
	4 mos.	13,081	127,476,480	16,102,239	157,977,941	24,517,243	28,942,254	3,845,239	59,225,527	123,207,166	78.0	34,770,775	19,917,906	15,860,196	15,406,639
Atlanta & St. Andrews Bay	April	82	191,683	1,214	200,010	21,022	16,028	5,798	49,718	104,655	52.3	95,355	36,566	39,239	29,164
	4 mos.	82	728,520	4,258	760,872	82,186	56,580	23,938	197,494	405,644	53.3	355,228	138,268	146,987	115,302
Atlanta & West Point	April	93	288,589	48,360	379,484	35,635	45,106	13,149	178,056	294,254	77.5	85,230	37,138	23,594	—32,406
	4 mos.	93	1,136,631	216,671	1,536,397	132,353	205,451	55,235	744,049	1,226,725	79.8	309,672	151,153	72,443	—68,118
Western of Alabama	April	133	288,419	46,772	367,754	35,361	54,660	13,106	154,892	277,828	75.5	89,926	47,220	40,323	15,000
	4 mos.	133	1,118,319	216,330	1,477,967	140,645	227,790	54,813	620,065	1,123,402	76.0	354,565	192,510	154,869	68,590
Atlantic Coast Line	April	5,572	9,307,629	1,761,737	11,953,740	2,222,970	1,921,524	299,277	5,045,104	9,999,975	83.7	1,953,765	1,100,000	523,376	226,637
	4 mos.	5,572	38,010,215	8,351,713	50,293,404	8,213,519	7,283,488	1,210,445	20,401,538	39,247,191	78.0	11,046,213	5,000,000	4,645,521	2,952,969
Charleston & Western Carolina	April	343	383,822	3,885	398,152	80,913	81,959	14,290	168,311	354,903	89.1	43,249	30,000	3,065	24,127
	4 mos.	343	1,580,223	15,651	1,642,272	314,367	307,009	56,933	679,570	1,395,837	85.0	246,435	120,000	90,973	189,737
Baltimore & Ohio	April	6,192	26,192,999	1,667,526	29,575,497	3,076,667	5,724,129	680,546	12,866,492	23,748,114	80.3	5,827,383	2,482,113	3,095,712	2,299,274
	4 mos.	6,192	106,788,592	7,160,960	120,880,139	12,528,112	25,380,093	2,628,706	54,927,386	100,843,940	83.4	20,036,199	9,004,132	10,438,798	9,855,607
Staten Island Rapid Transit	April	29	155,400	108,585	278,845	41,845	39,911	1,919	153,139	268,941	96.4	9,904	44,044	—53,704	—46,148
	4 mos.	29	686,967	438,561	1,185,707	204,796	171,836	6,655	655,612	1,163,981	98.2	21,726	171,710	—237,316	—189,269
Bangor & Aroostook	April	602	1,577,038	40,626	1,660,038	220,982	183,063	8,039	391,832	852,534	51.4	807,504	280,801	509,238	351,979
	4 mos.	602	6,485,110	172,266	6,812,813	937,635	847,103	30,963	1,821,970	3,815,191	56.0	2,997,622	1,267,487	1,627,486	1,161,079
Bessemer & Lake Erie	April	214	1,750,769	927	1,768,163	194,402	469,292	17,639	419,053	1,172,511	66.3	595,652	355,854	424,377	443,747
	4 mos.	214	4,871,063	4,745	4,937,325	594,577	1,894,418	72,526	1,576,312	4,413,653	89.4	523,672	832,255	959,902	1,191,528
Boston & Maine	April	1,757	5,623,930	962,645	7,286,035	1,094,675	901,941	106,767	3,023,952	5,432,000	74.6	1,854,035	536,367	943,511	613,003
	4 mos.	1,757	23,536,180	4,715,983	31,006,840	5,654,740	4,705,371	404,411	13,542,597	25,550,823	82.4	5,456,017	2,329,974	1,255,420	1,933,842
Burlington, Rock Island	April	228	326,407	46,887	390,948	57,176	40,155	4,618	145,754	266,631	68.2	124,317	12,140	62,191	—89,774
	4 mos.	228	1,028,122	191,928	1,294,987	206,730	138,468	18,725	553,089	994,841	76.8	300,146	47,385	78,839	—73,426
Cambria & Indiana	April	35	72,101	.....	72,153	12,989	106,412	764	21,705	150,630	208.76	—78,477	18,877	—28,850	5,439
	4 mos.	35	407,975	.....	408,151	[48,784	415,635	3,154	86,103	587,683	143.98	—179,532	189,193	59,864	150,638
Canadian Pacific Lines in Maine	April	234	505,384	35,991	564,511	69,477	73,901	7,478	241,552	404,538	71.7	159,973	26,471	51,488	125,538
	4 mos.	234	2,374,796	138,155	2,605,089	287,333	318,426	25,902	1,031,889	1,712,706	65.7	892,383	112,644	419,015	437,207
Canadian Pacific Lines in Vermont	April	90	191,490	14,126	222,626	39,145	34,021	5,465	165,543	250,721	112.6	—28,095	14,206	—92,768	—62,503
	4 mos.	90	668,224	62,439	806,298	175,049	141,866	18,239	670,915	1,032,578	128.1	—226,280	70,134	—491,786	—401,199
Central of Georgia	April	1,815	2,619,511	248,533	3,185,285	489,474	519,497	101,763	1,467,294	2,740,840	86.0	444,445	265,609	162,177	44,510
	4 mos.	1,815	10,243,316	1,025,595	12,440,250	1,891,386	1,978,825	406,403	5,895,455	10,833,796	87.1	1,606,454	1,048,932	443,026	—139,585
Central New Jersey	April	418	2,653,119	476,066	3,369,245	425,951	550,065	50,349	1,630,481	2,840,737	84.3	528,508	430,617	—221,980	—271,103
	4 mos.	418	10,457,914	2,044,042	13,506,186	1,868,042	2,342,363	213,354	7,223,218	12,407,421	91.9	1,098,765	1,751,228	—2,037,153	—1,615,784
Central of Pennsylvania	April	213	1,554,172	15,789	1,611,312	175,720	300,247	26,539	514,833	1,062,313	65.9	548,999	83,217	751,505	729,975
	4 mos.	213	6,242,688	75,722	6,469,740	571,860	1,281,412	93,454	2,209,650	4,326,450	66.9	2,143,290	319,264	2,880,408	2,542,806
Central Vermont	April	422	783,000	42,000	868,000	118,229	140,500	14,709	377,238	689,681	79.5	178,319	54,233	58,384	—12,351
	4 mos.	422	2,870,000	225,000	3,297,000	504,814	572,275	53,178	1,503,040	2,785,805	84.5	511,195	220,313	68,711	29,599
Chesapeake & Ohio	April	5,076	17,846,837	806,766	19,618,720	3,248,233	4,170,925	764,331	8,005,740	17,538,507	89.4	2,080,213	1,528,175	676,594	1,774,305
	4 mos.	5,072	88,286,722	3,232,144	95,491,438	14,929,705	19,852,470	3,131,160	38,002,456	80,914,777	84.7	14,576,661	9,674,757	7,115,778	14,718,025
Chicago & Eastern Illinois	April	909	1,951,516	245,209	2,447,777	346,033	372,215	97,251	1,042,051	1,903,504	77.8	544,273	238,200	243,464	—26,634
	4 mos.	909	8,177,969	1,144,644	10,340,853	1,295,444	1,839,245	369,051	4,539,209	8,501,886	82.2	1,838,967	832,200	644,395	105,894
Chicago & Illinois Midland	April	131	544,568	724	558,011	82,452	105,768	23,521	157,121	406,028	72.8	151,983	69,338	70,420	47,050
	4 mos.	131	2,462,576	3,404	2,529,032	347,857	502,552	101,390	724,219	1,819,356	71.9	709,676	323,324	387,949	432,452
Chicago & North Western	April	8,058	11,784,917	1,749,378	15,172,236	2,400,627	3,037,355	294,363	7,352,684	13,857,180	91.3	1,315,056	1,206,264	—71,771	1,095,650
	4 mos.	8,058	43,975,759	7,080,938	57,911,003	9,234,190	12,377,666	1,205,986	28,667,797	54,568,507	94.2	3,342,496	4,645,608	—2,431,363	1,271,505
Chicago, Burlington & Quincy	April	8,867	14,822,194	1,271,496	17,780,516	3,222,850	2,691,887	434,217	6,366,539	13,371,747	75.2	4,408,769	2,310,377	1,704,391	2,562,092
	4 mos.	8,867	61,626,206	5,662,249	74,350,789	10,113,269	11,056,151	1,611,350	27,234,678	52,708,344	70.9	21,642,445	10,658,063	9,245,813	12,431,443
Chicago Great Western	April	1,500	2,536,088	41,564	2,760,265	439,361	312,139	93,750	1,086,718	2,034,276	73.7	725,989	281,515	275,169	243,055
	4 mos.	1,500	9,946,312	211,141	11,035,391	1,244,387	1,356,738	372,229	4,897,111	8,235,376	74.6	2,800,015	1,101,151	967,092	883,639
Chicago, Indianapolis & Louisville	April	541	1,328,111	92,171	1,524,958	214,374	205,303	74,404	583,132	1,166,964	76.5	357,994	94,274	163,502	28,013
	4 mos.	541	5,250,693	339,027	5,983,220	836,079	806,195	290,123	2,376,187	4,655,418	77.8	1,327,802	353,142	568,550	—130,449
Chicago, Milwaukee, St. Paul & Pacific	April	10,671	15,173,611	1,426,291	18,508,547	3,215,366	3,629,981	392,215	8,288,790	16,409,801	88.7	2,098,746	1,492,000	100,476	1,252,099
	4 mos.	10,671	64,021,254	5,944,311	77,545,675	10,828,479	14,264,090	1,550,789	36,763,356	67,054,530	86.5	10,491,145	6,147,000	1,021,463	6,137,291
Chicago, Rock Island & Pacific	April	7,650	12,311,863	1,687,532	15,120,592	1,776,030	2,387,013	427,959	6,093,439	11,384,216	75.3	3,736,376	1,641,385	1,371,853	1,700,373
	4 mos.	7,650	48,308,392	6,951,084	60,035,645	6,610,517	9,984,724	1,742,806	25,521,720	46,704,597	77.8	13,331,048	6,014,337	4,493,254	6,888,752
Chicago, St. Paul, Minn. & Omaha	April	1,617	2,096,300	163,193	2,464,111	394,278	442,633	57,917	1,331,647	2,340,040	95.0	124,071	213,303	—232,313	121,471
	4 mos.	1,617	8,708,660	736,421	10,350,618	1,510,527	1,745,738	224,736	5,545,639	9,485,676	91.6	864,942	841,077	—614,681	297,864
Clinchfield Railroad	April	317	1,241,164	3,853	1,257,509	82,857	230,238	31,554	382,897	757,580	60.2	499,929	159,809	429,659	562,466
	4 mos.	317	6,186,664	19,861	6,252,580	531,135	1,058,922	128,103	1,952,544	3,791,192	60.6	2,461,388	653,167	2,117,838	2,641,177
Colorado & Southern	April	745	917,785	72,873	1,081,486	136,373	183,621	26,491	459,988	857,537	79.3	223,949	123,741	75,287	—43,240
	4 mos.	745	3,747,165	347,471	4,479,014	493,390	784,976	94,871	1,912,702	3,484,201	77.8	994,813	546,840	305,149	130,324
Ft. Worth & Denver City	April	902	993,830	94,878	1,184,469	241,057	150,839	43,565	443,528	949,134	80.1	235,335	92,423	108,346	90,767
	4 mos.	902	3,590,504	524,022	4,506,014	731,611	701,583	156,596	1,769,440	3,643,594	80.9	862,420	345,995	379,030	398,580

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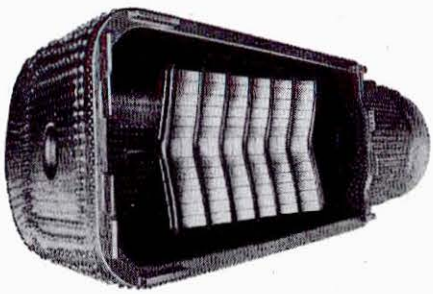

IN SERVICE ON 51 RAILROADS

SINCE the first installation of Security Circulators, their advantages have had continually widening recognition. Today they are in service in locomotives on fifty-one railroads in the United States and foreign countries.

First developed for the specific purpose of providing effective support for a 100% brick arch, experience has shown that Security Circulators greatly improve steaming performance.

Security Circulators also tend to minimize honeycombing, flue plugging and cinder cutting, thus definitely reducing boiler maintenance costs.

AMERICAN ARCH COMPANY, INC.

NEW YORK • CHICAGO

SECURITY CIRCULATOR DIVISION

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax-accruals	Net railway operating income 1948	1947
Colorado & Wyoming	April	41	105,376	.....	189,658	7,739	19,443	376	78,341	112,119	59.1	77,539	29,103	45,826	27,971
	4 mos.	41	523,632	.....	867,694	35,483	88,962	1,870	333,619	489,401	56.4	378,293	170,246	204,868	116,703
Columbus & Greenville	April	168	152,343	515	162,161	35,945	24,788	5,026	45,404	126,537	78.0	35,624	—7,022	45,428	—10,845
	4 mos.	168	592,989	3,401	640,301	127,784	98,597	19,176	181,135	490,587	76.6	149,714	64,229	102,293	—81,903
Delaware & Hudson	April	794	4,402,304	126,490	4,668,470	580,761	1,051,539	69,199	1,776,745	3,646,530	78.1	1,021,940	499,701	480,466	397,438
	4 mos.	794	17,838,697	608,057	18,951,046	2,092,508	4,234,445	263,090	7,698,569	14,962,914	79.0	3,988,132	2,129,413	1,913,174	1,902,653
Delaware, Lackawanna & Western	April	973	5,914,630	796,231	7,304,186	827,206	1,019,640	139,035	3,236,049	5,467,895	74.9	1,836,291	876,823	820,733	698,203
	4 mos.	973	23,534,364	3,448,425	29,270,622	3,281,091	4,573,396	562,126	14,036,110	23,409,563	80.0	5,861,059	3,025,079	2,427,608	2,423,765
Denver & Rio Grande Western	April	2,443	4,346,474	185,241	4,751,013	884,315	761,432	135,263	1,607,202	3,646,947	76.8	1,104,066	407,901	755,430	320,625
	4 mos.	2,443	18,357,896	843,749	20,063,227	2,427,312	3,132,349	542,597	7,546,938	14,632,537	72.9	5,430,690	2,092,592	3,591,266	2,037,007
Detroit & Mackinac	April	230	151,883	910	163,089	33,357	20,546	1,177	35,736	98,552	60.4	64,537	25,243	39,778	48,414
	4 mos.	230	616,742	3,368	665,280	130,000	77,242	4,594	141,200	383,454	57.6	281,826	111,854	169,953	145,644
Detroit & Toledo Shore Line	April	50	447,491	.....	450,783	38,044	32,066	13,958	144,098	239,106	53.0	211,677	68,655	76,484	65,491
	4 mos.	50	2,331,892	.....	2,341,970	159,475	152,144	49,533	715,753	1,118,694	47.8	1,223,276	358,315	399,582	425,067
Detroit, Toledo & Ironton	April	464	977,545	644	1,039,305	144,825	312,935	20,994	293,246	808,125	77.8	231,180	105,753	87,573	230,263
	4 mos.	464	4,973,490	2,793	5,202,947	523,002	1,113,795	84,530	1,334,527	3,195,701	61.4	2,007,246	791,370	1,052,904	1,197,448
Duluth, Missabe & Iron Range	April	569	3,723,236	1,221	4,306,124	459,069	458,819	8,230	1,221,316	2,209,105	51.3	2,097,019	332,139	1,758,905	768,089
	4 mos.	569	4,388,296	7,525	5,084,456	1,818,417	1,804,448	28,449	2,446,530	6,338,335	124.7	—1,253,879	600,237	—1,918,624	—2,166,769
Duluth, Winnipeg & Pacific	April	175	340,000	1,000	345,500	66,745	44,665	3,414	152,918	273,233	79.1	72,267	30,915	—2,564	13,895
	4 mos.	175	1,624,000	5,000	1,649,900	234,254	193,073	13,631	672,119	1,135,990	68.8	513,910	145,526	143,266	76,523
Elgin, Joliet & Eastern	April	391	2,821,447	1	3,454,456	250,531	562,535	24,689	1,303,170	2,237,729	64.8	1,216,727	459,000	391,337	411,414
	4 mos.	391	11,840,289	11	14,242,654	846,268	2,054,586	109,733	5,868,602	9,266,558	65.1	4,976,096	1,968,267	1,744,344	1,805,542
Erie	April	2,229	12,005,859	632,528	13,567,288	1,533,167	2,166,712	276,750	5,642,836	10,276,946	75.7	3,290,342	1,512,220	1,355,313	1,092,113
	4 mos.	2,229	50,055,385	2,531,219	55,899,826	5,490,349	9,231,322	1,131,673	24,239,110	42,595,427	76.2	13,304,399	6,150,867	5,366,851	3,624,411
Florida East Coast	April	575	2,107,764	727,969	3,083,500	371,627	412,866	61,136	1,168,293	2,200,457	71.4	883,043	244,950	461,426	226,618
	4 mos.	575	7,865,020	3,523,236	12,525,267	1,427,545	1,682,924	262,275	4,732,266	8,926,561	71.3	3,598,706	1,051,874	1,990,986	1,706,793
Georgia Railroad	April	326	611,517	27,190	687,458	81,527	96,195	25,505	313,414	545,035	79.3	142,423	43,292	113,506	78,046
	4 mos.	326	2,448,331	119,467	2,756,390	328,274	408,127	110,201	1,351,450	2,310,566	83.8	445,824	182,725	336,389	137,977
Georgia & Florida	April	408	175,534	624	181,012	72,768	26,646	11,847	76,127	195,386	107.9	—14,374	16,976	—44,211	—26,399
	4 mos.	408	810,421	6,525	839,125	238,648	121,921	47,694	361,048	802,272	95.6	36,853	67,808	—84,768	—58,095
Grand Trunk Western	April	972	3,468,000	141,000	3,919,000	646,979	737,814	61,297	1,988,027	3,588,990	91.6	330,010	278,600	—80,472	372,261
	4 mos.	972	14,041,000	654,000	15,772,000	2,386,609	2,972,108	226,398	7,733,853	13,925,601	88.3	1,846,399	1,096,811	117,691	1,309,035
Canadian Natl. Lines in New Eng.	April	172	165,000	4,300	180,000	51,907	48,901	2,653	126,929	239,152	132.9	—59,152	25,372	—123,496	—139,127
	4 mos.	172	712,000	24,100	792,000	231,761	153,879	10,777	542,730	981,138	123.9	—189,138	101,488	—440,349	—346,038
Great Northern	April	8,333	14,252,007	1,041,585	16,639,067	3,324,702	2,724,843	351,603	6,005,051	13,002,847	78.1	3,636,220	1,613,505	1,871,237	2,336,794
	4 mos.	8,333	51,234,038	3,868,996	59,673,564	10,778,653	11,026,294	1,276,684	24,801,708	50,317,548	84.3	9,356,016	6,080,133	2,278,104	3,093,498
Green Bay & Western	April	224	261,481	21	268,435	68,660	30,066	19,278	84,863	218,367	81.3	50,067	25,717	11,350	40,875
	4 mos.	224	1,161,538	101	1,185,215	219,135	126,967	73,393	357,801	836,834	70.6	348,379	176,765	113,147	136,550
Gulf, Mobile & Ohio	April	2,906	5,415,258	474,505	6,356,940	1,070,296	1,094,271	219,172	2,044,276	4,731,943	74.4	1,624,997	672,399	659,161	522,666
	4 mos.	2,906	21,799,879	1,970,318	25,536,799	4,391,347	4,420,198	911,508	8,510,822	19,558,245	76.6	5,978,554	2,494,641	2,224,168	1,931,415
Illinois Central	April	6,581	16,819,077	1,861,673	21,174,784	3,195,775	3,201,048	469,484	7,776,830	15,496,225	73.2	5,678,559	3,035,654	2,154,076	1,973,897
	4 mos.	6,581	68,639,726	7,810,711	85,375,653	12,916,002	14,987,865	1,662,517	32,675,752	65,904,626	77.2	19,471,027	10,448,904	7,601,839	8,863,369
Illinois Terminal	April	474	841,028	117,923	1,054,314	143,591	126,110	28,863	365,671	699,355	66.33	354,959	156,464	170,019	99,855
	4 mos.	474	3,292,001	467,352	4,146,191	549,205	528,223	114,566	1,559,113	2,894,025	69.80	1,252,166	563,955	579,189	505,792
Kansas City Southern	April	890	3,023,158	94,380	3,350,465	267,864	352,291	79,581	903,555	1,728,637	51.6	1,621,828	678,000	817,980	554,702
	4 mos.	890	11,751,112	361,192	13,054,496	1,040,209	1,468,096	324,119	3,823,184	7,130,997	54.6	5,923,499	2,321,000	3,052,193	2,207,693
Kansas, Oklahoma & Gulf	April	328	486,317	873	491,647	53,706	44,501	17,190	122,565	255,577	52.0	236,070	101,613	88,619	113,796
	4 mos.	328	1,859,663	3,741	1,881,954	223,414	151,635	66,892	511,132	1,022,732	54.3	859,222	357,098	325,644	436,576
Lake Superior & Ishpeming	April	156	304,587	45	382,407	47,122	46,524	1,744	86,455	191,471	50.1	190,936	34,146	163,580	90,530
	4 mos.	156	463,810	272	557,503	143,161	210,322	6,257	204,811	604,031	108.3	—46,528	110,338	—127,260	—138,648
Lehigh & Hudson River	April	96	286,395	.....	287,091	41,223	35,949	7,867	95,816	188,394	65.6	98,697	41,289	38,042	8,067
	4 mos.	96	1,158,274	.....	1,161,073	154,640	153,070	32,498	446,225	820,905	70.7	340,168	134,172	100,219	116,925
Lehigh & New England	April	193	688,820	.....	694,709	91,112	113,243	10,916	254,067	502,810	72.4	191,899	98,250	110,912	129,039
	4 mos.	193	2,547,398	.....	2,575,497	339,024	400,886	44,600	971,130	1,881,627	73.1	693,870	353,886	382,329	362,425
Lehigh Valley	April	1,252	5,555,684	277,134	6,184,724	789,607	915,563	135,131	2,759,517	4,864,803	78.7	1,319,921	490,948	509,634	228,455
	4 mos.	1,252	22,851,309	1,324,772	25,588,927	3,402,795	4,102,454	545,407	12,420,694	21,514,253	84.1	4,074,674	1,814,121	1,281,529	1,852,347
Louisiana & Arkansas	April	756	1,559,365	53,025	1,673,273	180,379	156,693	42,740	522,866	950,812	56.8	722,461	299,860	294,589	203,068
	4 mos.	756	5,769,193	228,031	6,242,563	653,526	549,170	173,203	2,064,461	3,623,488	58.0	2,619,075	1,111,665	1,019,478	846,619
Louisville & Nashville	April	4,759	12,380,615	1,101,227	14,397,702	2,373,661	3,422,185	280,081	6,706,991	13,409,687	93.1	988,015	1,255,925	135,720	1,246,695
	4 mos.	4,759	56,807,969	4,878,364	65,784,275	9,715,290	14,095,894	1,177,849	28,852,889	56,308,731	85.6	9,475,544	7,414,690	4,255,565	6,185,075

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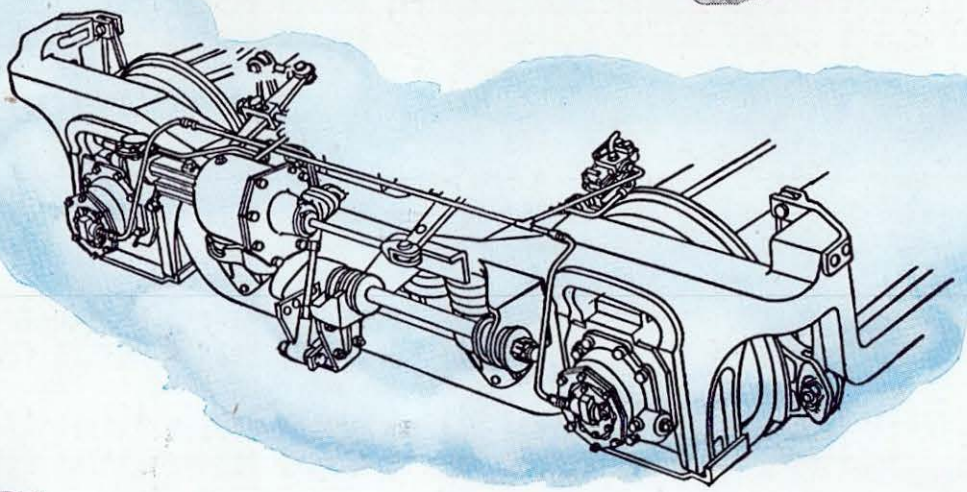


Portrait of a satisfied customer

. . . and how he got that way!

What new comforts are *your* new trains going to offer overnight travelers? The answer has a lot to do with future patronage.

When you're aiming for the tops in *smooth* service, it's important to give extra thought to the brakes. Westinghouse "HSC" electro-pneumatic brake equipment is made-to-measure for the job. It sets new standards in fast, positive, smooth deceleration that lets the engineer govern stops and slow-downs with precision slack control. It permits substantial improvements in schedules, too . . . important in any railroad's current plans. For your modern passenger equipment, this modern braking combination is recommended:

"HSC" Electro-Pneumatic Brake . . . for brake flexibility to match modern train speeds, and unequaled smooth action. Speed Governor Control . . . for regulating brake forces to wheel speeds. "AP" Decelostat . . . for wheel slip detection to keep the wheels rolling.

Westinghouse Air Brake Co.

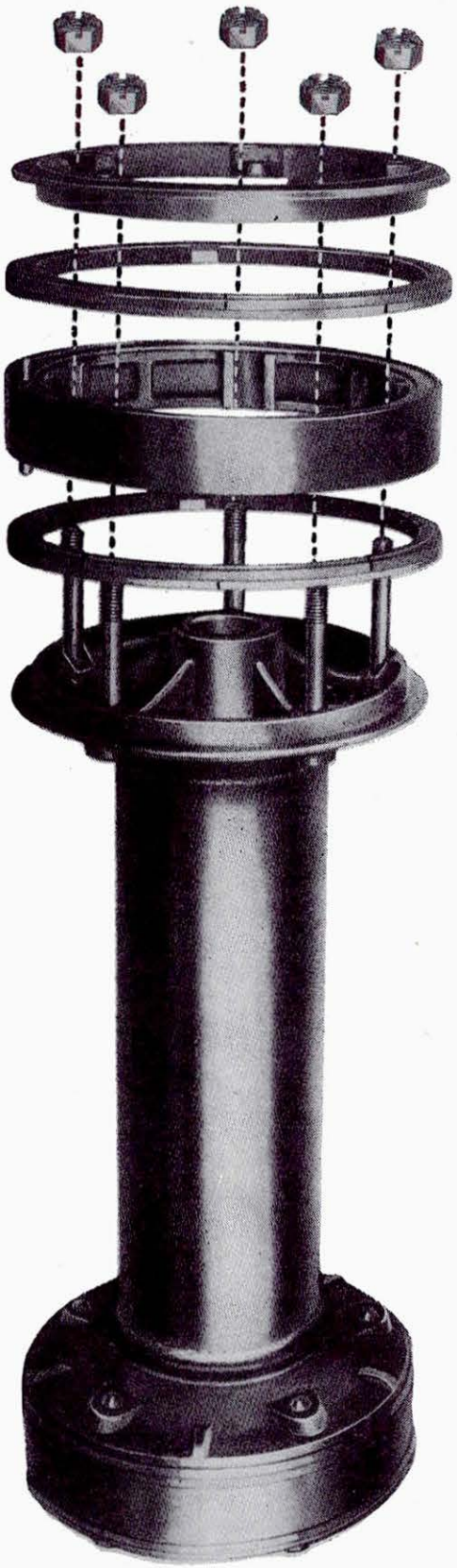
WILMERDING, PA.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1948	1947
Maine Central	April	988	1,842,832	134,620	2,107,568	335,791	386,075	21,031	780,129	1,591,885	75.5	515,683	245,787	232,543	235,927
	4 mos.	988	8,034,586	595,952	9,161,266	1,510,329	1,655,156	71,497	3,662,462	7,165,074	78.2	1,996,192	846,140	802,682	766,244
Midland Valley	April	334	169,373	12	173,500	43,992	25,477	3,721	52,914	133,749	77.1	39,751	19,016	13,243	15,017
	4 mos.	334	672,861	41	688,231	139,802	81,470	11,742	215,650	478,120	69.5	210,111	101,069	76,114	108,645
Minneapolis & St. Louis	April	1,408	1,398,195	7,076	1,456,953	275,708	281,183	103,959	530,637	1,279,218	87.8	177,735	125,507	48,283	181,951
	4 mos.	1,408	5,796,334	29,361	6,034,974	992,382	1,057,169	398,753	2,255,610	5,051,563	83.7	983,411	620,314	339,518	630,566
Minn., St. Paul & St. Ste. Marie	April	3,225	2,277,820	68,585	2,518,102	686,967	493,153	60,848	1,073,041	2,414,021	95.9	104,081	230,985	—149,298	160,448
	4 mos.	3,225	8,332,746	335,998	9,306,644	2,181,461	2,149,563	243,640	4,843,772	9,833,205	105.7	—526,561	873,306	—1,438,895	170,711
Duluth, South Shore & Atlantic	April	530	521,843	6,997	553,802	82,646	111,444	15,953	214,363	435,276	78.6	118,526	27,942	86,765	104,676
	4 mos.	530	1,911,759	37,702	2,039,899	332,042	373,908	64,674	872,049	1,683,345	82.5	356,554	113,894	178,134	124,245
Spokane International	April	152	165,428	2,328	178,798	43,419	21,198	3,931	62,047	139,721	78.1	39,077	14,339	13,153	15,086
	4 mos.	152	605,396	7,186	658,093	140,967	81,453	15,172	237,310	511,582	77.7	146,511	52,957	50,330	52,376
Mississippi Central	April	148	167,047	400	171,643	41,282	16,292	10,830	46,016	124,798	72.7	46,845	14,151	14,130	11,310
	4 mos.	148	667,548	—261	681,597	158,195	66,316	46,214	182,878	488,254	71.6	193,343	63,424	63,584	57,818
Missouri & Arkansas	April	.....	—2,471	—20	—1,643	7,068	2,581	.....	622	13,374	100.0	—15,017	2,124	—17,141	178
	4 mos.	.....	—13,497	—243	—6,794	29,997	13,130	40	4,821	72,307	100.0	—79,101	9,100	—88,210	—57,560
Missouri-Illinois	April	172	371,248	244	374,064	67,879	41,929	6,901	91,602	216,391	57.8	157,673	69,092	81,094	88,613
	4 mos.	172	1,425,158	1,100	1,437,139	237,228	158,627	25,740	374,334	826,988	57.5	610,151	267,627	305,772	288,184
Missouri-Kansas-Texas Lines	April	3,253	5,516,864	297,287	6,341,388	843,022	774,824	216,278	2,546,179	4,676,842	73.8	1,664,546	688,657	651,310	433,782
	4 mos.	3,253	20,490,925	1,336,997	24,005,707	3,333,412	3,361,402	872,465	10,263,651	18,942,954	78.9	5,062,753	2,120,698	1,769,403	1,542,756
Missouri Pacific	April	7,012	15,130,429	945,739	17,463,617	2,502,472	2,720,595	405,262	6,987,061	13,235,488	75.7	4,228,129	1,135,830	2,165,333	1,616,001
	4 mos.	7,012	57,790,525	4,195,756	67,945,489	9,833,996	11,396,484	1,559,431	28,976,137	54,257,902	79.8	13,687,587	4,450,776	6,078,677	7,808,615
Gulf Coast Lines	April	1,719	4,362,149	80,233	4,586,532	802,910	493,325	77,527	1,406,185	2,901,638	63.3	1,684,894	429,688	933,027	858,643
	4 mos.	1,730	16,542,635	357,400	17,548,682	3,027,090	1,766,604	307,442	5,458,137	11,030,636	62.9	6,518,046	1,738,945	3,363,008	2,826,247
International Great Northern	April	1,110	2,320,289	167,329	2,717,715	510,322	412,109	51,155	1,386,688	2,487,688	91.5	230,027	148,684	—110,397	18,166
	4 mos.	1,110	9,026,945	732,035	10,787,652	1,856,435	1,660,304	201,924	5,259,372	9,472,573	87.8	1,315,079	582,717	60,277	111,693
Monongahela	April	170	436,595	842	441,859	71,265	41,825	865	152,306	271,055	61.3	170,804	99,295	—5,448	123,421
	4 mos.	170	2,369,970	4,283	2,391,216	290,282	230,227	8,565	810,731	1,359,952	56.9	1,031,264	402,446	204,185	560,753
Montour	April	51	159,237	.....	159,760	15,661	63,004	752	53,565	142,970	89.5	16,790	44,530	49,243	52,048
	4 mos.	51	803,141	.....	807,746	71,559	246,274	2,967	294,753	655,327	81.1	152,419	199,234	223,715	243,794
Nashville, Chattanooga & St. Louis	April	1,051	2,521,579	204,666	2,967,590	395,664	522,746	99,389	1,108,250	2,248,044	75.8	719,546	355,199	294,849	214,107
	4 mos.	1,051	9,936,273	822,344	11,856,818	1,764,279	2,165,499	405,624	4,796,003	9,616,117	81.1	2,240,701	1,253,893	837,516	666,620
New York Central	April	10,745	41,317,565	8,912,734	56,776,163	7,044,108	10,801,195	1,076,417	26,652,237	48,407,417	85.3	8,368,746	5,014,111	1,860,966	2,975,241
	4 mos.	10,745	172,240,536	39,366,027	236,613,116	29,699,183	50,580,420	4,038,973	113,717,662	209,810,041	88.7	26,803,075	19,308,798	—868,743	5,439,590
Pittsburgh & Lake Erie	April	223	2,868,783	81,643	3,070,893	426,884	847,061	60,693	1,169,735	2,670,160	87.0	400,733	559,807	584,117	581,052
	4 mos.	223	12,184,487	375,893	13,101,533	1,660,513	3,631,108	242,506	5,091,535	11,256,140	85.9	1,845,393	2,274,967	2,494,253	1,869,185
New York, Chicago & St. Louis	April	1,687	8,061,644	120,464	8,373,881	1,128,859	1,552,244	198,316	2,875,388	6,066,399	72.4	2,307,482	959,648	1,033,824	799,013
	4 mos.	1,687	34,020,038	489,191	35,295,988	4,438,991	5,540,841	817,573	12,727,974	24,738,231	70.1	10,557,757	4,162,464	4,631,117	3,596,543
New York, New Haven & Hartford	April	1,838	8,395,055	4,251,467	14,069,144	1,586,398	1,860,173	246,790	5,811,501	10,367,118	73.7	3,702,026	1,045,000	1,636,775	838,479
	4 mos.	1,838	31,863,835	18,263,045	55,697,771	8,551,695	7,729,203	974,677	25,355,474	46,333,296	83.2	9,364,475	4, 255,000	535,826	793,988
New York Connecting	April	21	271,062	.....	298,261	60,903	17,759	.....	58,895	139,945	46.9	158,316	62,631	124,829	48,920
	4 mos.	21	881,453	.....	975,479	237,885	89,519	.....	310,651	647,945	66.4	327,534	258,702	153,982	124,274
New York, Ontario & Western	April	544	606,396	4,018	652,300	116,398	113,045	31,329	354,817	646,721	99.1	5,579	51,959	—151,005	—81,264
	4 mos.	544	2,374,978	14,296	2,574,402	430,257	461,788	115,833	1,519,416	2,652,466	103.0	—78,064	212,645	—664,010	—338,496
New York, Susquehanna & Western	April	120	369,131	42,597	431,903	46,538	42,548	5,422	176,375	294,266	68.1	137,637	34,835	49,347	40,441
	4 mos.	120	1,485,511	183,200	1,735,049	197 283	171,856	21 917	762,657	1 266,455	72 9	468,594	155,408	37,413	119,600
Norfolk & Western	April	2,129	10,311,880	395,322	11,147,585	1,683,869	2,293,180	272,323	3 934,258	8,702,101	78.1	2,445,484	1,821,424	1,579,764	1,803,756
	4 mos.	2,129	49,303,443	1,773,176	53,142,387	7,227,555	10,498,257	1,028,055	18,122,868	38,922,438	73.2	14,219,949	9,110,173	9,126,806	10,688,652
Norfolk Southern	April	726	731,054	.....	753,767	152,291	88,034	38,298	262,684	591,726	78.5	162,041	95,431	47,015	35,370
	4 mos.	726	2,844,690	1,094	2,945,580	592,086	314,771	153,515	1,103,510	2,358,932	80.1	586,648	310,826	190,732	140,305
Northern Pacific	April	6,909	10,568,812	511,402	12,019,926	2,027,673	2,323,005	269,298	4,057,877	9,287,015	77.3	2,732,911	1,257,608	1,879,811	1,566,001
	4 mos.	6,909	40,039,516	2,084,950	45,920,587	8,358,210	9,843,610	978,606	17,772,076	39,401,136	85.8	6,519,451	5,097,890	2,885,884	5,602,648
Northwestern Pacific	April	331	570,435	7,529	599,478	148,822	77,403	5,410	284,094	526,384	87.8	73,094	41,688	—705	45,759
	4 mos.	331	2,317,575	30,903	2,435,402	632,728	295,290	16,704	1,149,984	2,140,085	87.9	295,317	169,604	—37,668	177,878
Oklahoma City-Ada-Atoka	April	132	83,910	2	85,156	21,726	3,773	1,587	24,326	54,393	63.9	30,763	13,755	8,347	3,318
	4 mos.	132	306,344	2	313,474	75,385	17,817	5,356	88,003	197,902	63.1	115,572	43,691	28,940	34,313
Pennsylvania	April	10,108	53,773,982	12,066,368	72,918,869	9,395,045	17,999,800	1,181,776	35,009,721	66,778,861	91.6	6,140,008	6,582,268	—2,089,673	1,930,242
	4 mos.	10,108	225,655,746	50,759,250	302,513,683	36,017,716	70,165,957	4,687,128	147,850,151	271,302,601	89.7	31,211,082	26,958,561	347,038	5,206,878
Long Island	April	376	1,231,855	2,447,137	3,914,239	659,194	760,020	38,962	2,251,157	3,826,029	97.7	88,210	1502,549	—745,704	—486,028
	4 mos.	376	4,796,727	9,562,928	15,233,716	2,744,554	2,983,482	94,205	9,182,013	15,375,193	100.9	—141,477	2,012,946	—3,485,544	—2,489,840

Table continued on next left-hand page.



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STEEL PISTONS AND VALVES
DUPLEX SECTIONAL PACKING
AIR FURNACE GUN IRON

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF APRIL AND FOUR MONTHS OF CALENDAR YEAR 1948

Name of road		Av. mileage operated during period	Operating revenues			Operating expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1948	1947
Pennsylvania-Reading Seashore Lines	April	389	568,283	200,779	803,225	200,337	116,508	10,352	572,057	928,471	115.6	—125,246	106,371	—353,535	—298,431
	4 mos.	389	2,166,749	811,469	3,118,388	838,049	504,172	37,094	2,281,512	3,777,525	121.1	—659,137	427,657	—1,544,683	—1,363,772
Pittsburg & Shawmut	April	97	206,238	.....	207,150	46,770	38,732	2,844	53,308	148,849	71.9	58,301	43,077	9,341	63,584
	4 mos.	97	874,298	.....	877,949	124,323	164,798	13,421	258,752	594,464	67.7	[283,485	118,187	135,699	238,512
Pittsburgh & West Virginia	April	135	622,138	.....	644,605	97,997	128,929	37,879	154,413	451,102	70.0	193,503	90,280	121,131	84,054
	4 mos.	135	2,491,541	.....	2,591,211	331,591	503,257	151,903	662,621	1,781,022	68.7	[810,189	396,304	555,183	364,959
Reading	April	1,351	8,618,311	626,774	9,775,098	1,851,830	1,869,150	129,326	3,907,203	8,057,848	82.4	1,717,250	948,198	803,070	1,056,410
	4 mos.	1,351	35,746,828	2,670,353	40,507,559	6,502,252	7,846,684	507,021	16,923,174	32,955,929	81.4	7,551,630	4,001,590	3,224,027	4,124,180
Richmond, Fredericksburg & Potomac	April	118	1,597,598	528,365	2,462,143	223,993	325,674	18,386	890,431	1,602,553	65.1	859,590	368,067	371,315	229,422
	4 mos.	118	5,668,142	2,519,003	9,303,126	1,001,290	1,255,675	73,575	3,806,107	6,716,127	72.2	2,586,999	1,166,550	988,784	1,102,031
Rutland	April	407	407,647	27,550	510,549	62,384	84,903	14,586	265,156	449,100	88.0	61,449	33,657	5,222	—22,870
	4 mos.	407	1,531,785	144,508	1,992,601	260,671	377,609	54,044	1,101,179	1,866,325	93.7	126,276	146,572	—82,051	—349,048
Sacramento Northern	April	269	143,629	5	155,417	88,874	21,323	2,356	67,254	186,848	120.2	—31,431	16,015	—60,609	—53,420
	4 mos.	269	563,866	5	591,761	312,433	76,363	9,500	272,256	700,447	118.4	—108,686	63,202	—223,337	—225,043
St. Louis-San Francisco	April	4,645	7,791,900	534,220	8,982,161	1,390,911	1,509,541	233,663	3,852,922	7,394,529	82.3	1,587,632	959,412	776,645	685,322
	4 mos.	4,645	30,400,172	2,379,600	35,597,668	5,417,054	5,986,640	934,871	16,019,176	29,980,450	84.2	5,617,218	3,440,904	2,554,495	2,907,326
St. Louis, San Francisco & Texas	April	159	374,631	21,032	415,574	48,137	38,977	16,651	174,284	288,119	69.3	127,455	44,978	49,877	21,047
	4 mos.	159	1,347,141	54,819	1,481,991	187,353	144,433	63,125	693,566	1,129,483	76.2	352,508	126,935	114,096	117,906
St. Louis Southwestern Lines	April	1,575	4,943,667	51,113	5,157,515	507,662	652,928	134,329	1,673,127	3,143,500	60.9	2,014,015	797,915	948,936	1,147,210
	4 mos.	1,575	19,923,494	214,529	20,790,274	1,869,438	2,489,254	531,834	6,773,957	12,350,857	59.4	8,439,417	3,443,582	4,056,429	3,589,189
Seaboard Air Line	April	4,152	9,220,622	1,464,273	11,479,031	1,775,031	2,070,122	305,989	4,290,334	8,977,632	78.2	2,501,399	1,113,247	1,068,310	729,639
	4 mos.	4,152	36,922,815	6,578,023	47,002,284	7,106,259	7,765,320	1,215,142	18,112,800	36,476,341	77.6	10,525,943	4,546,078	4,688,529	3,887,119
Southern Ry	April	6,483	16,316,415	1,497,341	19,070,618	2,711,086	3,567,025	352,230	7,319,092	14,721,894	77.2	4,348,724	2,109,778	1,879,890	1,767,063
	4 mos.	6,483	68,513,246	6,462,532	80,371,848	10,850,287	14,246,424	1,420,521	30,463,559	60,126,501	74.8	20,245,347	9,547,821	9,001,617	7,427,407
Alabama Great Southern	April	316	1,282,177	104,269	1,476,032	204,277	360,156	29,222	465,897	1,114,221	75.5	361,811	245,109	175,731	129,452
	4 mos.	316	5,075,530	419,824	5,868,455	789,342	1,303,827	117,396	2,025,152	4,455,001	75.9	1,413,454	896,833	730,077	483,772
Cinn., New Orleans & Texas Pac.	April	337	2,972,251	155,053	3,282,818	384,621	616,390	56,919	898,062	2,063,892	62.9	1,218,926	634,382	701,969	494,712
	4 mos.	337	11,415,633	844,726	12,908,663	1,529,220	2,431,563	220,480	3,767,651	8,375,478	64.9	4,553,185	2,375,010	2,597,952	1,876,826
Georgia Southern & Florida	April	397	517,179	39,995	611,193	162,953	69,028	7,764	229,794	486,540	79.6	124,653	39,546	13,457	72,303
	4 mos.	397	1,931,923	334,408	2,495,414	509,996	290,357	30,942	915,309	1,824,968	73.1	670,446	211,772	184,470	207,081
New Orleans & Northeastern	April	204	874,568	65,287	995,662	180,036	114,772	18,482	237,646	589,627	59.2	406,035	185,204	164,904	131,426
	4 mos.	204	3,608,761	227,643	4,062,648	620,910	435,500	73,126	997,120	2,282,916	56.2	1,779,732	787,085	777,252	553,495
Southern Pacific	April	8,192	29,944,456	3,718,074	36,118,726	4,198,050	7,031,248	711,137	14,351,667	28,192,838	78.1	7,925,888	3,941,339	2,926,882	1,915,849
	4 mos.	8,194	116,906,653	14,707,540	141,929,256	17,129,400	27,420,318	2,703,086	56,355,462	111,462,815	78.5	30,466,441	15,825,618	11,156,559	10,092,193
Texas & New Orleans	April	4,316	9,156,685	744,372	10,595,992	1,335,176	1,442,918	217,027	3,944,460	7,415,885	70.0	3,180,107	1,336,999	1,322,930	1,351,660
	4 mos.	4,316	36,443,112	3,153,993	42,391,615	5,384,732	5,813,952	809,706	16,216,895	30,080,770	71.0	12,310,845	5,229,928	4,972,221	4,916,052
Spokane, Portland & Seattle	April	945	1,865,838	87,053	2,088,766	490,086	194,859	19,620	697,033	1,486,562	71.2	602,204	179,467	248,931	98,179
	4 mos.	945	7,037,442	365,443	7,916,419	2,024,835	945,346	77,341	2,923,546	6,334,401	80.0	1,582,018	706,646	256,927	527,495
Tennessee Central	April	286	337,165	5,961	361,269	59,872	60,503	8,197	161,070	305,888	84.7	55,381	30,637	270	—2,011
	4 mos.	286	1,351,587	21,111	1,466,935	244,588	282,503	34,265	733,492	1,361,004	92.8	105,931	128,089	—170,001	—28,561
Texas & Pacific	April	1,854	5,562,194	428,724	6,407,911	772,542	1,032,084	158,616	2,556,617	4,809,157	75.1	1,598,754	657,598	572,527	605,648
	4 mos.	1,854	21,498,846	1,859,706	25,139,343	3,185,813	3,898,525	646,520	10,029,290	18,919,483	75.3	6,219,860	2,476,137	2,425,662	2,311,813
Texas Mexican	April	162	229,582	.....	259,005	26,938	24,318	7,109	73,262	147,009	56.8	111,996	39,098	55,979	55,903
	4 mos.	162	821,140	66	944,676	141,127	106,696	22,938	268,137	597,562	63.3	347,114	120,825	161,152	239,652
Toledo, Peoria & Western	April	239	340,731	.....	345,420	49,323	24,219	33,649	90,053	226,814	65.7	118,606	48,408	54,952	—41,809
	4 mos.	239	1,355,346	4	1,371,821	155,324	94,628	128,681	393,961	867,222	63.2	504,599	196,231	227,771	—127,196
Union Pacific System	April	9,751	25,862,868	3,007,395	31,588,258	5,898,393	5,264,282	908,901	11,671,955	25,660,874	81.2	5,927,384	4,016,118	991,909	2,078,834
	4 mos.	9,754	108,370,418	13,208,186	132,710,930	19,836,174	23,030,959	3,291,656	49,627,694	103,687,370	78.1	29,023,560	18,438,258	7,291,646	11,741,953
Utah	April	111	63,255	.....	63,381	31,207	35,902	624	30,918	106,079	167.4	—42,698	12,545	—43,792	—8,652
	4 mos.	111	545,818	.....	546,579	133,584	189,027	2,669	228,939	585,763	107.2	—39,184	54,026	—69,946	59,267
Virginian	April	661	1,885,412	4,312	1,936,473	386,240	619,834	39,451	244,664	1,676,253	86.6	260,220	230,000	137,269	417,961
	4 mos.	661	10,039,445	18,961	10,395,758	1,442,900	2,760,811	155,228	3,085,648	7,751,365	74.6	2,644,393	1,632,740	1,639,930	2,930,709
Wabash	April	2,393	7,285,117	362,581	8,244,118	1,289,075	1,142,796	283,129	3,143,419	6,187,255	75.1	2,056,863	852,495	775,722	1,000,045
	4 mos.	2,393	30,065,802	1,750,563	34,150,337	4,323,733	4,635,216	1,005,788	13,548,015	24,755,950	72.5	9,394,377	3,838,075	3,854,265	4,099,024
Ann Arbor	April	294	664,867	2,027	683,095	86,521	150,470	22,029	268,181	543,592	79.6	139,503	58,142	63,505	36,651
	4 mos.	294	2,708,254	11,031	2,771,950	293,434	602,738	88,690	1,237,532	2,280,315	82.3	491,635	241,161	184,417	228,231
Western Maryland	April	837	2,726,309	9,760	2,817,346	409,340	622,779	66,870	966,977	2,193,314	77.9	624,032	295,000	365,182	543,345
	4 mos.	837	13,183,442	45,074	13,715,810	1,705,794	2,826,147	263,244	4,846,554	10,145,094	74.0	3,570,716	1,697,000	2,233,470	2,402,720
Western Pacific	April	1,195	2,713,976	131,107	2,956,230	504,163	609,794	134,955	1,164,533	2,636,252	89.2	319,978	216,460	63,585	93,768
	4 mos.	1,195	11,586,129	508,855	12,446,653	1,855,481	2,338,561	497,639	4,822,201	10,246,308	82.3	2,200,345	899,894	1,024,618	442,257
Wheeling & Lake Erie	April	505	2,399,416	.....	2,529,418	401,272	429,191	60,567	778,521	1,746,178	69.0	783,240	477,434	508,790	530,672
	4 mos.	505	10,019,196	4	10,380,668	1,374,596	1,666,887	244,425	3,320,339	6,896,642	66.4	3,484,026	2,090,513	2,302,437	2,162,572
Wisconsin Central	April	1,051	2,309,794	33,367	2,510,115	330,813	345,683	56,832	941,129	1,755,127	69.9	754,988	155,177	490,369	447,841
	4 mos.	1,051	8,623,744	130,661	9,364,694	1,094,167	1,519,232	233,014	4,050,873	7,213,954	77.0	2,150,740	622,309	953,162	1,121,145

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Employee relations are among the major problems of business management these days—and railway management is no exception.

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A.A.R. Safety Section

(*Continued from page 53*)

profit from the errors and mistakes of others, in so far as human nature will allow. Safety and other officers, as well as all supervisors, must live safety, show their interest therein constantly, and thereby arouse enthusiasm among employees in every phase of safety."

The Human Factor

"Review of accident reports conclusively indicates that not less than 90 per cent to 95 per cent of all accidents are the direct result of someone's indulging in an unsafe act, and the great majority of these are one-man jobs," J. W. Corbett, general manager of the Southern Pacific, said in a paper read for him by R. E. Hallawell, assistant general manager of the S.P. "There is and always will be need for constant policing of the property to search for and correct unsafe conditions to eliminate the 5 per cent or 10 per cent of the accidents that may be disposed of by physical correction of the property. Supervisors and employees alike may be depended upon to call these situations to our attention. The real challenge, then, to those who manage the property is: What are we doing or what may we do to teach or cause men always to perform their tasks in a safe manner?

"There can be no quarrel with the theory . . . that if rules are enforced accidents will not occur," Mr. Corbett continued. "The fact remains that safety books of rules, as well as transportation, maintenance of way and mechanical department rules are in the hands of the respective groups of employees and have been for many years, but accidents of all kinds still persist with disheartening frequency, although a steady improvement is being effected. To accelerate this improvement, it is essential that officers, supervisors and employees alike be imbued with a thorough understanding and a genuine enthusiasm for the safety program."

Committee Reports

The report of the committee on train accidents, the chairman of which is C. L. LaFontaine, general safety supervisor of the Great Northern, said that "any comparisons between the train accidents and resulting casualties during the war and the postwar period with former periods are unreliable because: (1) The disturbances due to the impact of the war on railroad operations have generally rendered improper any comparison between these years and the earlier years when conditions were more nearly normal. (2) The cost of materials, supplies and wages entering into the expense of train accidents having increased in round numbers 100 per cent in the last 15 years; so that a 'train accident' in 1932 that woold have cost less than $150 (and would therefore have been non-reportable) would today cost much in excess of that figure, and perhaps as much as $300.

"A check of the train accidents reported to the (Interstate Commerce) Commission in the years 1944, 1945 and 1946 develops that 34.95 per cent of all these accidents involved an individual expense per accident between $150 and $300. Because of the increased cost alone the total numer of reportable train accidents has thus inflated about 35 per cent . . . While we feel the change made by the I.C.C. by the order dated December 11, 1947, providing that damage to railway property amounting to more than $250 (in lieu of $150) will constitute a train accident for 1948, will be helpful, we do not think that the increase is sufficient to put the 1948 train accidents on a comparable basis with former years, this being more especially true in view of the continued upward trend in the cost of both labor and material in the first tnree months of 1948."

Trespassers killed by railroad operation during 1947 totaled 1,400, including 1,263 adults, 39 from 14 to 21 years old and 98 under 14 years old, reported the committee on trespassing, the chairman of which is G. W. Elste, superintendent, safety department of the Baltimore & Ohio. The report contained a table listing all such trespasser-fatalities for the years 1938 to 1947, inclusive, and added that "casual observation will reveal the gradual but constant decline in the number of trespasser fatalities, which undoubtedly to a very large extent is attributable to activation of the nation-wide trespasser accident prevention program sponsored in cooperation with the National Safety Council."

The report of the committee on uniformity in accident reporting, submitted by its chairman, A. A. Lowe, superintendent of safety, Southern Pacific, was presented at the morning session on June 9. Mr. Lowe said the reports of employee casualties for 1947 and 1946 continued to indicate an "apparent lack of uniformity in understanding as to what constituted a casualty reportable to the Interstate Commerce Commission," and, therefore, the I.C.C. was urged "to correlate all its outstanding rulings and interpretations . . . and distribute copies to all railroads. This was accomplished in the form of a 199-page booklet . . . released on or about February 20, 1948." The committee recommended that all reporting officers comply with requirements set forth in the booklet when making reports to the commission.

Highway Accidents

Highway crossing accidents in 1947 totaled 4,015, compared with 4,001 in 1946 and 4,100 in 1945, according to the report of the committee on prevention of highway crossing accidents, the chairman of which is R. R. Tenney, superintendent of safety of the Western Maryland. The number of persons killed last year in such accidents was 1,790, a 5.94 per cent decrease under 1945, and the number of injured was 4,251, a 4.39 per cent drop. This represents a more "favorable situation than the figures indicate," the report said, "by reason of the fact that the reduction was accomplished in the face of large increases in motor vehicle registrations,

and still larger increases in gasoline consumption per motor vehicle."

C. E. McDonald, assistant superintendent, Western division of the Western Pacific, in an address entitled "Safe Habits in Train Operation," delivered to the June 9 morning session, said: "A habit which always has seemed bad to me has been the tendency of roadway men and others in an effort to be extra safe to place track restrictions at a speed lower than required by the actual condition plus a reasonable safety margin, apparently with the thought that trains will not fully comply with the speeds prescribed. This tends to produce the habit in enginemen of failing to comply completely with the restriction after a time because they know, or think they know, that the track is safe for higher speeds. One bad accident appears to have been caused by this combination when a passenger train turned over on a curve while moving at a speed somewhere in excess of 35 m.p.h. while a restriction of 10 m.p.h. was in effect. I do not know the reason for the 10 m.p.h. restriction, and it may have been necessary, but the I.C.C. investigation developed that passenger trains had been averaging between 23 m.p.h. and 29 m.p.h. on this curve and the theoretical safe speed was 34 m.p.h."

The report of the committee on education (chairman, G. W. Elste, Baltimore & Ohio), said it "has been giving consideration to the adoption of a series of posters pertaining to the more prevalent causes of personal injuries . . . the first of which on 'Sprains and Strains' is . . . expected to be ready for distribution within a very short time." The subject of additional material, such as sound-slide and motion picture films covering various phases of accident prevention, was reported to be under discussion "and it is anticipated that something in the nature of a program will be available for consideration of the section in the not too far distant future."

The "failure to think and properly apply practices which should by now be common knowledge" is the greatest contributing cause to train-service accidents, according to the report of the committee on train-service accidents, submitted by chairman D. E. Mumford, superintendent of safety of the New York Central System. A rededication to the policy that "safety is of the first importance in the discharge of duty" is "sorely needed," the report added.

"If further progress is to be made in reducing non-train accidents, we feel that it must be accomplished by a more thorough application of those safety practices and methods which have proved effective wherever they have been persistently and systematically used, chief among which is properly trained supervisors and intelligent supervision," said the report of the committee on non-train accidents, which was presented by its chairman, P. O. Ellis, superintendent of safety of the Missouri-Kansas-Texas lines, on June 10.

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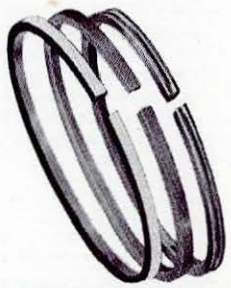

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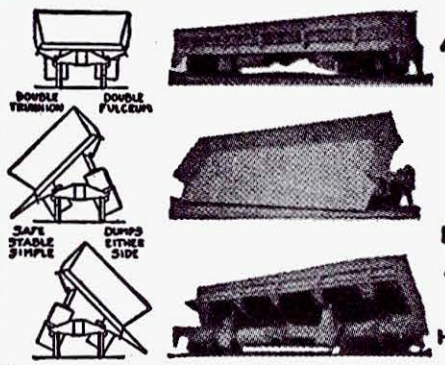

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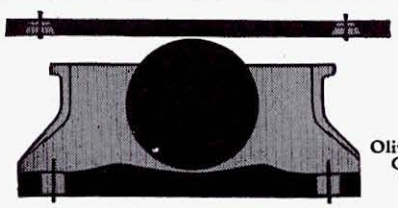

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Employee relations are among the major problems of business management these days—and railway management is no exception.

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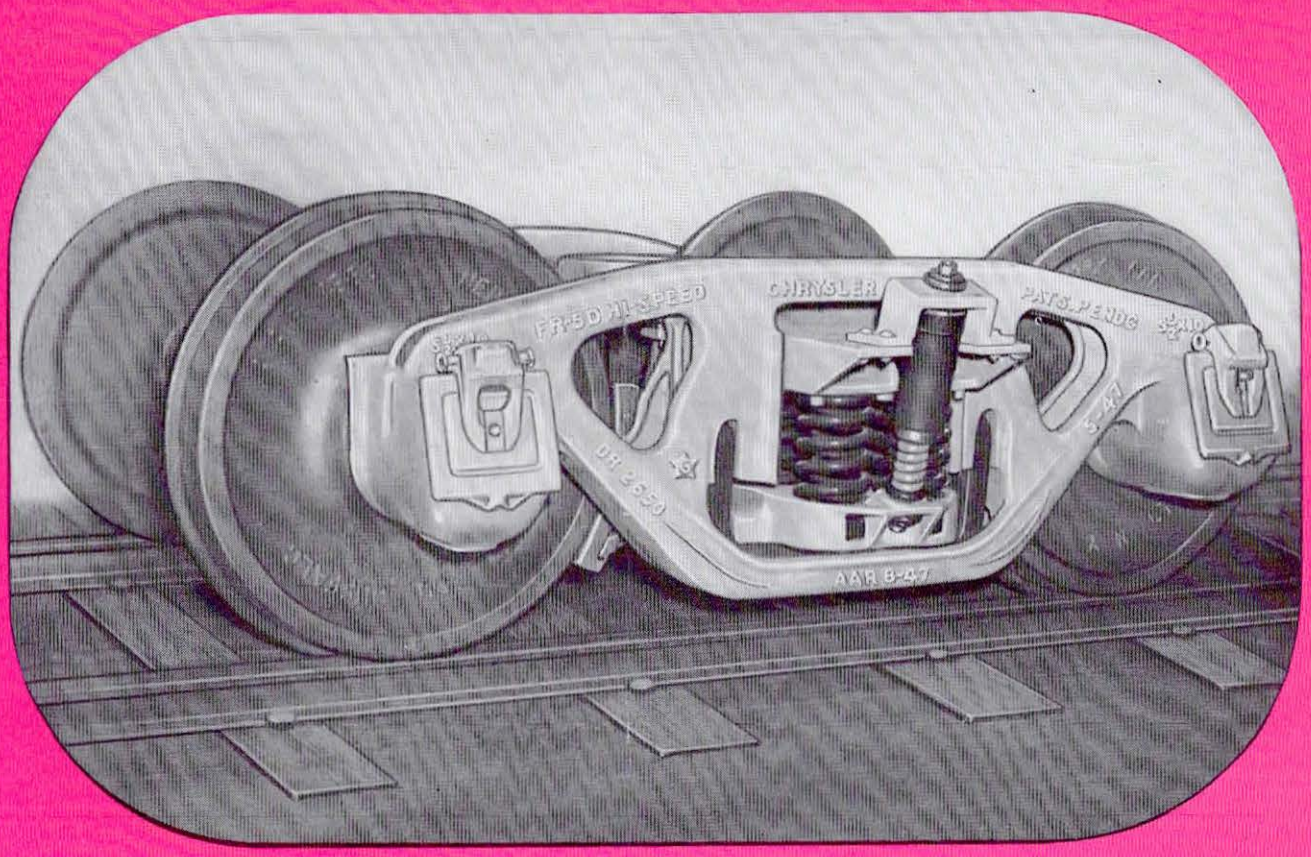
—And evidently with some success, if the response from our readers means anything.

Take, for example, the article titled "The Challenge to American Management" by Austin S. Igleheart, which appeared in the February 28 *Railway Age*.

The Texas and Pacific Railway thought so highly of this article that they reprinted over 800 copies which were distributed to their officers and supervisors with a letter asking them to read it thoughtfully and carefully, and to send in their comments.

Their Employee Relations Director writes, "The replies which have come in indicate the article provoked a considerable amount of thinking upon the part of the officers and supervisors receiving it. I am certain it gave all of them a new approach and a broader perspective to this important matter of employee relations."

Just one more example of *Railway Age's* "on the ball" editorial service to its readers.



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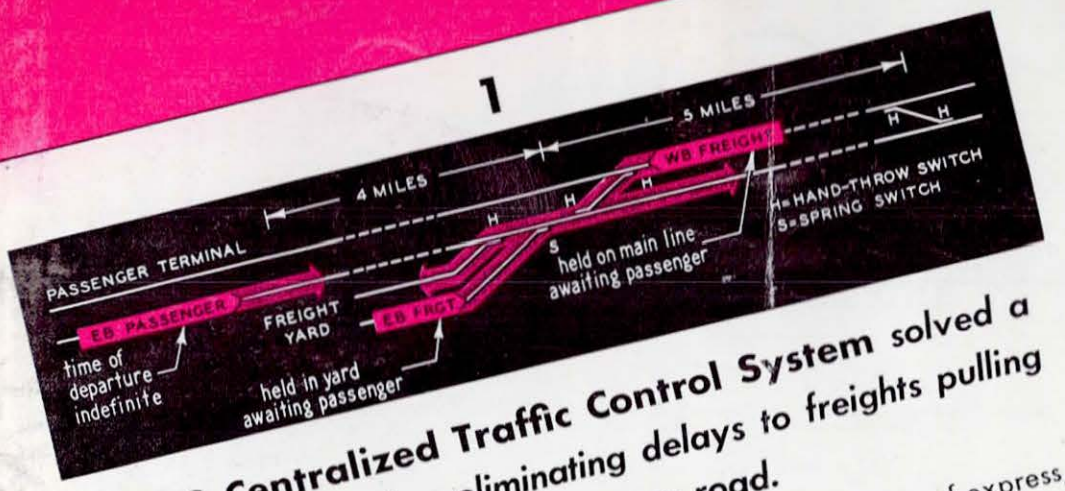

G-R-S Centralized Traffic Control System solved a timing problem, thus eliminating delays to freights pulling in and out of a yard on a western road.

Diagram 1 shows conditions before CTC. Because of the volume of express, mail, and baggage at the passenger terminal (three miles west of the freight yard), the departure of eastbound passenger trains was indefinite. Freight trains were often held for extended periods because there was no satisfactory means of directing them, all trains being operated by time-table and train orders.

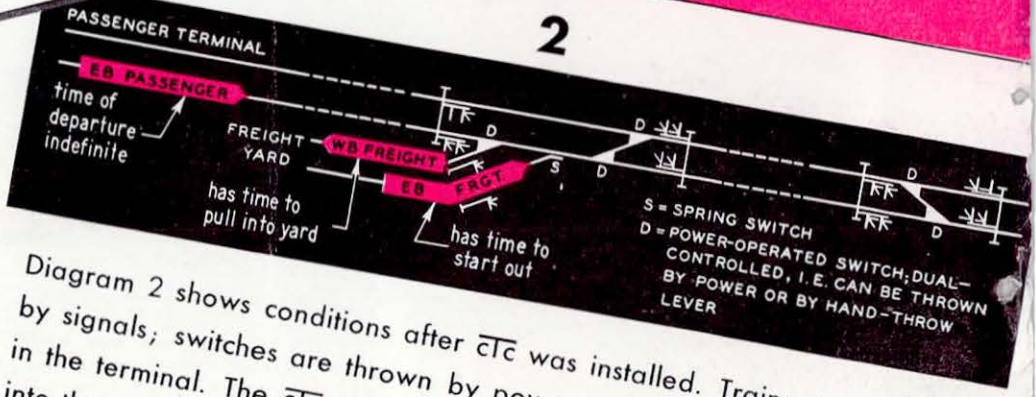

Diagram 2 shows conditions after CTC was installed. Trains are directed by signals; switches are thrown by power and controlled from a panel in the terminal. The CTC operator can direct the WB freight to proceed into the yard; start the EB freight on its way, and, if the passenger is close behind, he can run it around the freight (via the westward track) to the next station. Tracks are signaled for operation in both directions.

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